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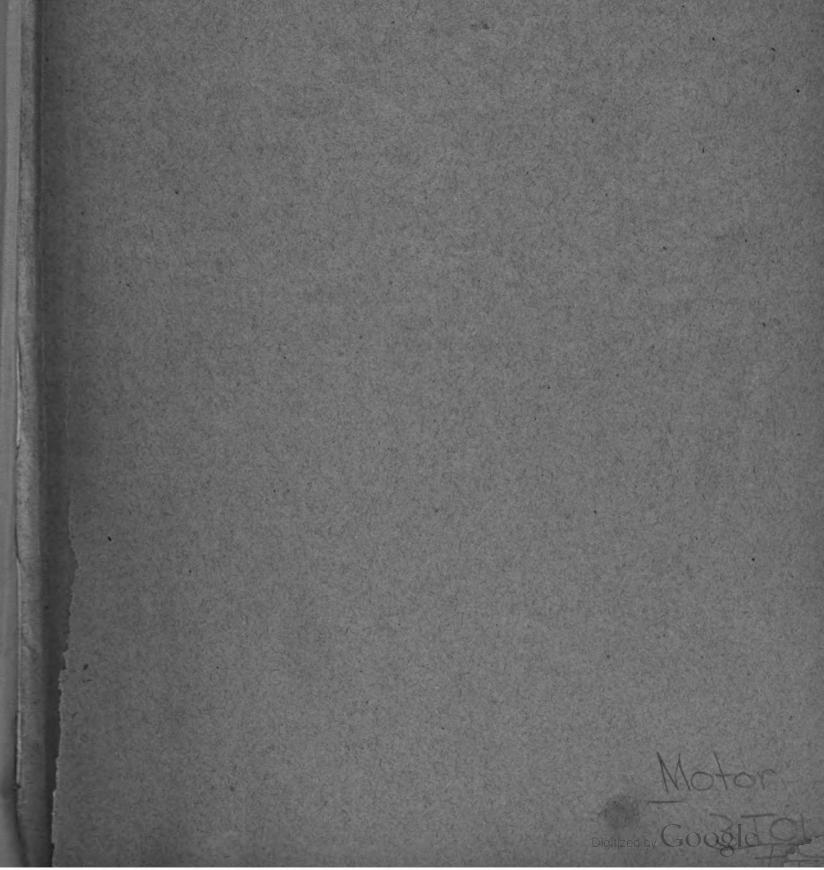


Motorcycle illustrated



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TEN CENTS

# MOTORCYCL

# ILLUSTRATED

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July 1, 1909

No. 13

MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

#### PHENOMENAL POWER

IS THE CHARACTERISTIC OF THE

## INDIAN

You don't have to go fast unless you wish to, but you do need power to pull over heavy roads and hills.

Don't buy inefficiency because you don't care for speed.

Get Quality



Get Power

If you don't want a big machine, get a smaller one—but get it GOOD.

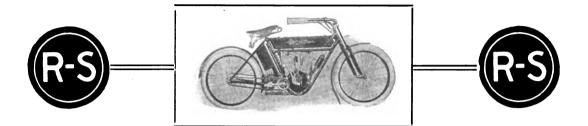
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HENDEE MANUFACTURING CO., Springfield, Mass.

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# Records Broken

BY THE



- At Los Angeles, Cal., June 20th, 1909, R. Seymour broke four mile competition flying start record. Time 3 min. 17 sec.
- Seymour also established seven, eight, and nine mile records; Time 5 min. 45 4/5 sec.; 6 min. 35 4/5 sec., and 7 min. 25 1/5 sec. respectively.
  - The R-S, in speed tests where stock machines are entered, please and gratify the riders.
  - And then there are the roads tests, and every day performances of the R-S in actual service and use. These are what satisfy and delight their users.

You should know of this wonderful Motorcycle—The R-S

Write for catalogue and particulars. Agents wanted.

# READING STANDARD COMPANY

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PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY

#### AUGUST 9th TO 14th—CONVENTION WEEK

ENDURANCE RUN ON THE 9TH AND 10TH FROM CLEVELAND TO INDIANAPOLIS, A DISTANCE OF 368 MILES—F. A. M. CHAMPIONSHIPS WILL BE RUN OFF ON THE SPEEDWAY THE 12TH AND 13TH—TRADE IS GIVING LIBERAL SUPPORT TO THE INDIANA CLUB—LARGE NUMBER OF SPECIAL PRIZES.

INDIANAPOLIS ahoy! The dates of the convention, of the endurance run and of the speedway race meet have been determined. They will be held the second week in August, by which time the track will have been completed. The preliminaries arranged, it now remains for every F. A. M. member, in position to do so, to get to Indianapolis during that week. There is plenty of time in which to fix your vacation so that it will dovetail with the big annual event of the Federation of American Motorcyclists. Riders are coming from California, from Texas and from Maine, in fact, the indications are that fully four-fifths, if not a greater percentage of the States, will be represented.

The Indianapolis bunch of enthusiasts are doing their duty; arrangements are being made on a scale more elaborate than has been ever before attempted. Indianapolis, with probably as many riders as are to be found in any city of its size in the country, is about to have the finest track in the world. Can you ask for any more? Could there be a greater incentive than just the conditions which will be found to exist in that city?

Get together, then, boys, and see to it that your club is well represented. Make the journey awheel, if possible. Remember that the coming convention is to be the most important in the history of the organization; henceforth, the F. A. M. is to be a factor, a big factor, in the motoring world. Are you going to help to put the organization where it belongs, in the van of the motoring procession? If you are interested, show your interest next month. Go to Indianapolis.

.4 .4

THE committee in charge of the F. A. M. endurance run, to be held in connection with the annual meet at Indianapolis, has definitely determined upon Monday and Tuesday, August 9th and 10th respectively, as the date. The 11th will be reserved for the entertainment of visitors, and on the 12th and 13th, the F. A. M. championships and the other races will be conducted on the Indianapolis motor speedway.

The proposed itinerary of the endurance run is from Cleveland to Indianapolis, instead of from Indianapolis to French Lick and return, as had been originally intended. The first day's run will be from Cleveland, through Twinsville, Springfield Lake, Canton, New Philadelphia, Coshocton, Newark to Columbus, a distance of 190 miles. The second day the endurance run entrants will ride from Columbus through Springfield, Dayton, Eaton, Richmond, Cambridge City, Dublin, Louisville, Knightstown to the finish

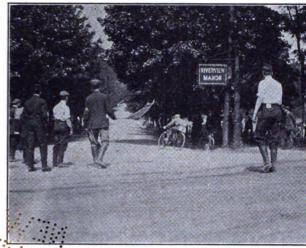
in Indianapolis, a distance of 178 miles, making a total of 368 miles.

Among the racing events, on the speedway, will be the following: Five miles, limited to private owners; five miles, F. A. M. national championship; five miles, limited to private owners, members of the Indiana Motorcycle Club; ten miles, F. A. M. national championship; five miles, for machines with a piston displacement of less than 55 cubic inches and without auxiliary exhaust ports; ten miles, professional; 25 miles, open to machines of less than 30½ cubic inches displacement; one mile trials; two and one-half miles, limited to private owners; five miles professional; ten miles open, for machines of less than 30½ cubic inches displacement; one hour F. A. M. national championship.

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THE Indiana Motorcycle Club expects to enlist the services of the soldiers of Battery A, as well as a large force of the Indianapolis police with a view to preventing any accidents during the races. The club is being liberally and enthusiastically supported by the trade in Indianapolis and nearby places. There will be many special prizes. In fact, every effort is being made to insure the complete success of the endurance run, the track races and the convention itself.

The park in which the track is located has an area of 3,228 acres and the buildings number 41, including grand stands, garages, machine shops, storage for fuel and oil, cafes, club houses, office buildings, aerodomes, and the like. The length of the outer circuit is two and a half miles and the inner course is of similar length, the track having a surface of gravel and crushed stone to be bound with an application of 300,000 gallons of asphalt oil. The grand stands will accommodate 25,000 persons, the entire grounds 200,000. The parking space for motor cars will accommodate 10,000 machines. Space for 3,000 horses has been provided. More than three miles of fencing enclose the grounds. The lighting system for illuminating the track for 24-hour contests includes nine miles of piping, to be used with Prest-O-Lite gas. Four miles of six-inch gas mains have been laid to obtain gas for inflating balloons. The timing will be by electricity, the system and scoreboard costing \$10,000. A mile and a half of railroad siding has been constructed in the grounds that special cars may be brought within the enclosure. The press stand is three stories, the upper for reporting the races, the second for telegraph operators and the lower with facilities for photographers to develop their pictures. The track is 50 feet wide on the stretches and 50 feet at the turns and is banked for a speed of 120 miles an hour.







WALTER GOERKE, WHO MADE FAST-EST TIME.



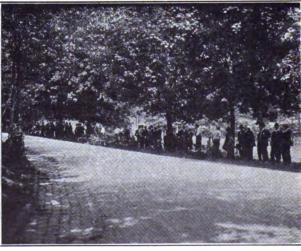
STANLEY T. KELLOGG



TAKEN JUST BEFORE KELLOGG'S ACCI-DENT.



A. G. CHAPPLE, CAPTAIN, N. Y. M. C.



A LINE-UP OF SPECTATORS.

#### GOERKE AND VOELKER BEST CLIMBERS

They Divide Honors in the Seven Events Under the Auspices of the New York Club—Kellogg and Chapple Almost as Fast—Former Slightly Injured

DEAL weather and otherwise entirely appropriate conditions, fine riding and broken records, two hours of pros and cons in a controversy involving the long-discussed distinctions between stock and racing machines—these were the most striking characteristics of the seventh national hill climb conducted at Hastings-on-the-Hudson on Saturday, June 19th, under the auspices of the New York Motorcycle Club. Honors were about equally divided between Goerke, Indian rider, and Voelker, the intrepid N. S. U. racing representative, while the possibility of Kellogg's capturing a first, on a Merkel, was eliminated because of an accident in the run-off of a tie in the big event of the day.

The hill, beautifully adapted to the purpose, is 1,950 feet long from the starting point to the finish, the roadbed of almost all of it being as smooth as a hardwood floor. The ascent averages seventeen per cent., and the curves are so artistically arranged as to satisfy the longings of the most ardent aspirant to distinction in this class of competition. The use of the hill, part of River View Manor, was secured, through the efforts of C. A. Mariani, the club's press agent, from the Hastings Home Company. The entire length of the hill is 2,800 feet, of which there were slightly less than 2,000 feet, about two-fifths of a mile, between the two telephones at which the starter and the timers were respectively stationed.

The best time for the afternoon was made by Walter Goerke on an Indian twin. He negotiated the distance in 21½ seconds. Kellogg, mounted on the Merkel with which, a week before, he had broken the Point Breeze track 25-mile record by three minutes, tied Goerke's first performance of 23 seconds in the 6r class. It was while attempting to better this in an effort to defeat the Indian speedster that Kellogg had the misfortune of experiencing an ugly smash-up. Because of the unintentional participation in the circumstances which combined to bring about the accident Dr. Thornley, chairman of the F. A. M. competition committee, promptly notified Chapple of his suspension for thirty days.

The first event was to have been started at one o'clock, but it was nearly three when the first man was officially sent up the hill. In the interval R. S. Morton had succeeded R. G. Betts to the refereeship, the latter having precipitated a rather vigorous discussion of the ever-present stock racing machine bugaboo. The upshot of it all was that Betts resigned, and that his successor solved the problem fairly satisfactorily by disqualifying Chapple in the Class B event, on the ground that the mount he had entered was fitted with auxiliary ports.

In Class A, for catalogued stock machines, the piston displacement of the engines of which did not exceed 24 cubic inches piston displacement, Voelker, on the little 19-inch N. S. U. twin, was an easy winner. Voelker's riding and the performance of his diminutive mount were nothing short of a revelation. After Goerke had bettered the 46 seconds made by Cardwell (R.-S.) by 43/5 seconds Voelker astonished the gathering by making the distance in the wonderful time of 333/5, just eight seconds faster than Goerke had ridden.

Voelker, though his time was one-fifth of a second slower in the next event, again defeated Goerke, though by only four-fifths of a second, in the competition for 30.50 cubic inch stock machines. Chapple rode up the hill in 29 seconds; he was disqualified, however. Third place went to Kenneth Moore of Montclair, who had captured the highest prize in the big endurance run recently conducted under the auspices of the New Jersey Club. Moore rode an Excelsior.

It was with the third event, a free-for-all for machines with a piston displacement not exceeding 30.50 cubic inches, that Goerke came into his own. In fact, he won four firsts right in order, though in all but one the competition was close. Goerke's time of 26½ seconds in Class C was only two-fifths of a second better than Chapple's performance. Moore "nosed" out Kellogg for third position. The fourth event, for 50 cubic inches, catalogued stock machines, had nine entries, Goerke winning quite easily in 24¾ seconds, two seconds better than Chapple's time, and faster by 5½ seconds than that of Cook, who, also riding an Indian, reached the finishing line in 30 seconds flat.

line in 30 seconds flat.

The honors in the last stock machine event were again monopolized by Goerke and Chapple, their three heing 25 and 261/2 seconds, respectively. Logan (N. S. U.) was third, in 291/2 seconds.

Class F brought out the big racing machines for the most exciting event of the day, and produced the only accident during the afternoon. Wonderful accomplishments were anticipated, nor were the spectators disappointed. Goerke was the first to be started off, and when the timers had made their comparisons it was announced that the little Indian speedster had annihilated all previous records by doing the 1,950 feet, 17 per cent. grade, in 23 seconds flat. Chapple could do no better than 29 seconds, and then Kellogg flashed across the starting line on the big Merkel, the machine upon which the Saturday previous he had awakened new interest in the sport through his startling performance on the Point Breeze track. Kellogg made the curves with consummate skill, just as Goerke had done, and finished in exactly the same time as had his competitor, viz., just 23 seconds.

After Mapp (Indian) had captured third place in 26 seconds Goerke was again sent up the hill to dispose of the tie. Fearlessly did he drive that big twin practically to the limit of its speeding possibilities. His control was perfection itself. It was plain to the onlookers that he was doing better than in his first trial. As a matter of fact, he succeeded in clipping more than a second from his first attempt, being timed for 2145, an average of nearly 60 miles an hour.

As Kellogg, his machine having attained almost full speed by that time, approached the starting line, it swerved dangerously near the curb, where stood Chapple with his machine, and Mapp. The former, in an effort to get out of the way, dropped his mount, Kellogg grazing it hard enough to cause him to run almost squarely into the curb. When the mass had been untangled it was found that Harry Mapp had suffered a badly sprained ankle, and Kellogg several cuts on the face and a number of bruises. Fortunately the popular Stanley was not seriously injured and was soon back to New York, attending to business, as cheerful and chipper as ever. Bearing upon this accident Motorcycle Illustrated is in receipt of two letters which are self-explanatory, as follows:

"Mr. A. G. Chapple,

"Grand Central Station, New York:

"My Dear Chapple:

"I hope that you will believe me when I say that it is my most unpleasant duty to call your attention to Article XVII, Sec. 8, of the Competition Rules. It is doubly unpleasant because I consider you a friend, and because we are both members of the same club.

"As a contestant you had absolutely no business on the course last Saturday when Stanley Kellogg was injured

by running into you. While I do not for an instant believe that you would try to justify yourself by the plea that you were also an official and had a right to be where you were, yet I will point out the fact that no official duty could have justified your presence with your machine where you were, in the road several feet from the curb, on the outer side of the curve, directly in the path, where it was a moral certainty that a high-power machine would have to pass when rounding the curve at high speed.

"I wish to say that I personally saw most of what oc-curred and am firmly of the opinion that you had no intention of causing injury to Kellogg; yet a little more care and consideration on your part would have avoided all the trouble and saved you from being nearly responsi-

ble for a shocking and unnecessary tragedy.

: . "I know that no penalty inflicted by the committee could punish you half as much as your own regret for what has happened. We therefore suspend you for the shartest trace the rules permit, namely, thirty days dating from and including June 20th; not as a punishment, but

as a solemn warning to you and to others. quelified machine up the hill in direct defiance of the

referee

"I am very sincerely yours,
"J. P. THORNLEY, "Chairman Competition Committee.

"Editor MOTORCYCLING ILLUSTRATED:

"On account of the various stories being circulated regarding the accident at the New York Motorcycle Club's hill climb, in which the writer was somewhat shaken up, I feel that in justice to the parties involved in the stories it is up to me to make a statement regarding the affair.

"I do not in any way hold Mr. Chapple responsible for the accident, further than being on the course at that point, and his explanation for being there is entirely

satisfactory to me.

"All I can say regarding the accident is that it was caused by a most unfortunate combination of circumstances. I trust your paper will publish this letter in full, and by so doing assist me in explaining the accident properly.

"I further wish to add that the newspapers greatly exaggerated the seriousness of the accident, as I am able to be about, and hope to be entirely recovered in a week

or two.

"Very truly yours,
"STANLEY KELLOGG.

OS ANGELES.—The five-lap bicycle track at Fiesta Park, built for bicycle racing, has been tried of late at each meet for motorcycle events. The F. A. M. limit for these small tracks is 4 h.p. and under, and Derkum, Lingenfelder and other expert riders consider the track dangerous for even 4-h.p. machines at full speed.

On May 30 and 31 Graves and Ward rode on 5-h.p. machines, but did not attempt full speed, as Graves, in trying the track, doing a mile in .54, had nearly gone off the top on the beginning of the homestretch. The first night meet was held June 5. A three-mile professional race was arranged between Lingenfelder and Mitchel, the former riding the 6-h.p. N. S. U., and Mitchel the 5-h.p. Indian belonging to Derkum. The time was only 5:043/5. Then Graves did

BROCKTON, Mass.—A 25-mile race may be held in Brockton before the summer ends. George A. Gove and other members of the Brockton Motorcycle Club have discussed the matter. If the race is held, it would probably be over the Torrey street-North Easton course and fast riders from all parts of the State will be invited to compete.

The last event, run under Callender's formula, the figure of merit being based upon the relation of weight of rider and machine to piston displacement and elapsed time, was won by Voelker. Goerke was second, and Sicard (Thor) third. The summaries:

Class A.—Stock machines, 24 cubic inches or less: First, Voelker (N. S. U.), .33¾; ; second, Goerke (Indian), .41¾; third, Cardwell (R. S.), .46; Chapple (Ind.), 1.08¾.

Class B.—Stock machines, 30.50 cubic inches or less: First, Voelker (N. S. U.), .3345; second, Goerke (Ind.), .343; third, Moore (Excel.), .37; Kellogg (Excel.), .38; Curtiss (Curtiss), .40; Cardwell (R. S.), .4645.

Class C.—Free-for-all, machines of 30.50 cubic inches or less: First, Goerke (Ind.), .263; second, Chapple (Ind.), .264; third, Moore (Excel.), .36; fourth, Kellogg

(Excel.), .3745.

Class D.—Stock machines, 50 cubic inches or less: First, Goerke (Ind.), .243/5; second, Chapple (Ind.), .263/5; third, Cook (Ind.), .30; Scoda (Ind.), .31; Logan (N. S. U.), .313/5; Rice (Ind.), .314/5; Drummond (Ind.), .32; Cardwell (R. S.), .38. Van Keuron started, but did not finish.

Class E.—Stock machines, not exceeding 61: First, Goerke (Ind.), .25; second, Chapple (Ind.), .2634; third, Logan (N. S. U.), .2934; Christien (Curtiss), .31; Cook (Ind.), .31; Purdy (Curtiss), .31145.

Class F .- Free-for-all, not exceeding 61: First, Goerke (Ind.), .2145; second, Kellogg (Merkel), .23; third, Mapp (Ind.), .26; Voelker (N. S. U.). .28; Chapple (Ind.), .29.

Class G.-According to Callender's formula, lowest percentage wins.

Rider.	Machine.	Weight of Rider.	Weight of Machine.	Piston Displace.	Time.	Per Cent.
Voelker	N. S. U.	137	1201/2	19.2	·35	2.61
Goerke	Indian	136	153	19.3	.4245	2.86
Sicard	Thor	141	1711/2	19.3	.583/5	3.62
Moore	Excel.	120.5	185	29	.381/5	3.63
Rice	Indian	132.5	150	38.6	.324/5	4.48

Voelker's wonderful riding in the first and second events was done on a machine the piston displacement of which is only 10 cubic inches. Another feature was the performance of the 5-h.p. Indian, assembled by the Frank B. Widmayer Company, and upon which Mapp rode third in the free-for-all, defeating several 7-h.p. machines. Generally speaking, the work of both riders and machines was praiseworthy; in fact, remarkable.

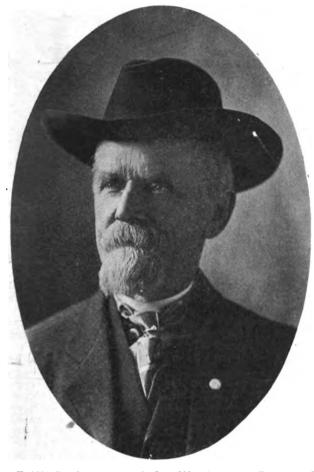
a two-mile exhibition alone, and another with Ward, on a home-made machine that stood handy.

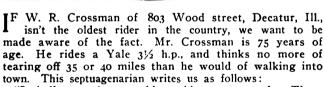
Tuesday evening of last week, night racing was resumed but petered out by Thursday night. Tuesday night Mitchel fell in the 5-mile, which was won by Agraz in 6:19. Graves Loge and Ward rode an amateur two-mile in 2:141/5.

On Wednesday night, there was a two-mile race for machines of 27 cu. in., and when Balke opened up his stock road machine on the lower turn the rear wheel slid around and gave him a nasty fall. The bell on the handle bar caught his left hand and made a deep cut. Graves won in 2:263. Then there was a five-mile 5-h.p. amateur race to finish the evening program, which was ridden in 5:48 by Graves, Seymour and Loge.

TACOMA, Wash.—George Cole, of this city, is making a transcontinental tour. He left Tacoma the first week of last month, and will follow eastward the route laid out by the New York-Seattle Automobile pathfinder. Cole is not trying to establish any records, but is making the trip with a view to seeing the country, and also to securing cheap and attractive transportation to England.

#### HEARTY VICTORS OVER FATHER TIME





"I shall never be too old to ride a motorcycle. There is nothing I enjoy more than a 40 or 50-mile journey awheel. I do not find it dangerous at all, for a motorcycle is really more easily controlled than a bicycle. I am simply 75 years young, not old. With a beautiful home, money to loan and my machine, what more could a man desire?"

MADISON, Wis.—According to the Milwaukee Free Press, fourteen gasoline engines of an entirely new model and applicable to marine and motorcycle use are being built by students in the College of Engineering of the University of Wisconsin. The engines, which will be the property of the students, are being made from models designed by Paul Sladdy, instructor in mechanical practice, and include seven single and four double cylinder marine engines and two double and one single cylinder motorcycle engines.

A TEST made by the United States Government shows that motorcyclists and horsemen require about the same distance to bring their mounts to a stop. A skilled cavalryman going 25 miles an hour brought his steed to a halt within 152 feet, while a motorcycle rider travelling at 40 miles an hour came to a stop within 147 fet.



POP" STOUT, of Oakland, Cal., is the oldest man riding a motorcycle in the State. He has planned a trip to Copperopolis, Calaveras County, Cal., via Haywards, Livermore, Stockton and Farmington, for July 4th and 5th, on his Harley-Davidson. He will be accompanied by his nephew, Walter Stuart, who will ride in a side-car. This is a 300-mile trip.

"Pop" has been riding a motorcycle for six years. He has the car fastened on the left side of the motorcycle, he having found from experience that the machine operates and steers much easier with the car fastened on the left side. These two "vets" are fine object lessons to timid mammas of lusty boys.

T has occurred to us," says Motorcycle, of London, "inasmuch as a comparatively noisy engine can be rendered much more silent merely by adjustment of the carbureter, that like improvement might be made to the average motorcycle engine by careful research and experiment in the same direction. That different carbureters cause engines to make more or less noise at the exhaust is common knowledge. In a word, the best results are secured by the provision of a correct mixture at all engine speeds. No carbureter actually does this, but the one which most nearly approximates to it will, other things being equal, approach nearest to the ideal. The carbureter bears an important role in the consumption of fuel, and one that does not allow the spirit to be thoroughly vaporized must cause a considerable waste of fuel, with consequent greater heat and noise from the engine. Also, when the air is most perfectly carburetted, the less volume there is required to propel the engine, and the heat is reduced, making lubrication more efficient.'



#### TWENTY RECORDS BY LINGENFELDER.

Riding an N. S. U., at Los Angeles, He Carries Everything Before Him, Establishing New Figures for All Distances Between Five and Twenty-five Miles, with One Exception—Graves Defeated by Seymour, Who, on a Reading Standard, Hangs Up Four New Amateur Figures.

L OS ANGELES, Cal.—Whenever races are run on the Coliseum track here, it naturally follows that records must go. This has been the rule since the three and a half-lap track was opened March 14 last by Jack Prince. Accordingly, on the 20th both professional and amateur records, 24 in all, were broken. Of these 20 were captured by Eddie Lingenfelder on the 7-h.p. N. S. U. The big feature was the 50-mile point race, consisting of a 10-mile, a 15-mile and a 25-mile heat, with six entries. Derkum, on an R.-S., Lingenfelder on an N. S. U., and Mitchell riding De Rosier's former recordbreaking Indian, were scratch men. Ray Duer, on a 5-h.p. Thor, Frank Barnett, on the 4-h.p. Elk, and Emil Agraz. on the 4-h.p. Thor, were given handicaps. Duer had tried for the paced bicycle record behind a 20-h.p. Anzani, just before the first heat, and so did not start, while Barnett's mount was put out of commission by an amateur in the first race, so that Agraz, on the fast Thor single, was the only contestant with a handicap, and by the consistent performance of his machine he was able to score enough points to win third

Derkum's machine had begun the day in fine shape. It was pushed too hard, however, in the 10-mile amateur event, when Seymour outrode Graves and broke four records, as follows: Four-miles, 3:17; seven miles, 5:45½; eight miles, 6:35½; nine miles, 7:25½. Both used the machine for the mile record trials and, for lack of proper oiling, burned out the rings, so that in the second heat of the big race Derkum had to abandon the overworked Reading Standard and fall back on the 4-h.p. single R.-S.

Arthur Mitchel, the Newark pacemaker, made his debut on one of Jake De Rosier's fast Indian sevens, a machine on which many records have been made by both De Rosier and Huyck. All Mitchel could do was to score a half lap more than Derkum in the 10-mile race, being lapped twice by Lingenfelder. In the 15-mile event, Lingenfelder lapped Mitchel ten times, Mitchel having a soft tire, while in the 25-mile Mitchel got only fourth prize money.

Derkum and Agraz were both given 15 laps handicap in the 25-mile race as both rode 4-h.p. machines, but Derkum made such a good ride on the four that he lapped Agraz six times, and though he was passed 12 times by Lingenfelder on the 7-h.p. N. S. U., Derkum won this heat, giving him points enough in the three heats to win second money over Mitchel and Agraz.

The scoring was 10 points to first, and six, four and two points to the others in the 10-mile: 15, 10, six and four points respectively for the first four men in the 15-mile, and 25 points, 15, 10 and five in the 25-mile race. This gave Lingenfelder a total of 40; Derkum, 33; Agraz, 22, and Mitchel, 17.

The professional records began to go in the 10-mile race, when Lingenfelder cut the four-mile competition record to 3:143/5. The time by miles was: one, :50; two, 1:38; three, 2:26; four, 3:143/5; five, 4:031/5; six, 4:52; seven, 5:401/5; eight, 6:29; nine, 7:173/5; ten, 8:064/5.

In the 15-mile every mile after the second was a new competition record except the fourth, fifth and tenth miles. Lingenfelder's first mile was 51½ seconds, and the second, 1:38, the same as in the 10-mile, but the third mile, 2:25½ was record time, as was the sixth, and all the rest but the tenth, the time by miles being: Six, 4:50½; seven, 5:38½; eight, 6:26½; nine, 7:15½; ten, 8:06¾; eleven, 8:55½; twelve, 9:45; thirteen, 10:37½; fourteen, 11:32½; fifteen,



EDDIE LINGENFELDER.

12:28. In this race Derkum's front cylinder piston disconnected in the eleventh lap and stopped the machine. He withdrew from the track, and an investigation showed it to be impossible to use the machine again during the meet.

The 25-mile heat was full of interest, Derkum and Agraz on single cylinders doing their best to make speed, and Mitchel and Lingenfelder on the big machine eating 'em up, though, after the second mile Mitchell was lapped by the singles. Time by miles: One, :51 4-5; two, 1:41; three, 2:31 2-5; four, 3:21 1-5; five, 4:13; six, 5:03 3-5; seven, 5:55 4-5; eighth, 6:47; nine, 7:38 3-5; ten, 8:31; eleven, 9:22 1-5; twelve, 10:13; thirteen, 11:04 1-5; fourteen, 11:56 1-5; fifteen, 12:49; sixteen, 13:40 2-5; seventeen, 14:32 2-5; eighteen, 15:24 1-5; nineteen, 16:16 1-5; twenty, 17:08 2-5; twenty-one, 18:00 2-5; twenty-two, 18:52 1-5; twenty-three, 19:42; twenty-four, 20:32 3-5; twenty-five miles, 21:24. All new records after the fifteenth, except the 20th mile.

The amateur surprise of the day was the defeat of Graves by Raymond Seymour, the Reading Standard amateur rider. In the mile exhibition, flying start, Seymour did 47 seconds to Graves' 47 1-5, Graves using his Indian. In this event Lingenfelder got a poor start, but made 48 3-5. while Derkum did the mile in 47 2-5, just a fifth of a second slower than the record.

The first race of the day was the four-mile open for four horse power machines. This event has usually gone to "Fearless" Balke and his wonderful 4-h.p. Thor, but this time Seymour defeated both Balke and Frank Loge, the latter using a 4-h.p. Elk. Time 3:45. Balke had trouble working his oiler, one hand being bandaged on account of his accident on Fiesta Park track Wednesday night.

The six-mile amateur for machines of 48 cubic inch piston displacement or under went to Balke on the 5-h.p. Thor, with a half lap handicap, in a hot race all the way, against Seymour, on an R-S. 4-h.p., Seymour being allowed three-fourths of a lap handicap. Loge, on the 5-h.p. Indian used by Derkum last year, won third place from scratch. Ward, on the N. S. U. and Kohl on the Elk, dropped out during the race. The time was 5:25 3-5. An eight-mile amateur open race went to Balke, on the 5-hp. Thor, after a close race with Seymour, who got second by a small margin from Loge. Time 7:29 4-5.

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ENGLISH riders of racing machines are adopting the somewhat unsightly practice of drilling their machines with holes in the frame and pulleys, in order to reduce the weight, several of the high-powered racing cycles at Brooklands being drilled in this manner almost to danger point.

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# RULES FOR BIG WESTERN RELIABILITY RUN Conditions Insure a Thorough Test of Machines

THE Chicago Club's reliability run, planned for last week, has been postponed until July 8, 9 and 10. The run will be the most important motorcycle test ever held in the West. Among the machines which will be represented will be the Yale, Merkel, Thor, Indian, Harley-Davidson and Excelsior. The Indian team consists of Van Sickle, Lyon and Huyck; the Excelsior riders will be Woodworth, Lyon and De Salvo, while the Harley-Davididson team consists of Lang, Crolius and Davidson. The test will consist of three hard days' runs, each ending in Chicago. The first is to be to South Bend and back, the second to Rockford and return and the third to Ottawa and back.

The following is a synopsis of the rules and regulations covering the run:

The entry fee is \$10 per man of each team, with \$10 added, making the entry \$40 for each team. Of this amount \$10 will be set aside as the prize fund. Entries to be made up of three-man teams entered by manufacturers or dealers. All riders must be amateurs in good standing in the F. A. M.

The machines are to be strictly stock roadsters with full equipment, as per regular catalogue specifications and, whether listed or not, all machines must carry efficient mufflers that are to be closed at all times and opened only subject to disqualification. All contesting machines must be submitted to the racing committee for sealing at such places as they may specify at least 48 hours before the starting of the race. It will lie within the jurisdiction of the committee to reject any machine not in their judgment meeting the requirements of a strictly stock roadster. No machine fitted with auxiliary exhaust ports or with the cylinders bored out, or otherwise altered, will be allowed.

All machines will be sealed by the committee, seals to cover tool kits, battery boxes, spark plugs, timers, and all other parts liable to adjustment within the judgment of the committee. No tools or spare parts are to be carried or used by the contestant except such as may be carried within the regular tool kit or compartment of the machine covered by the

The schedule for each day will be so arranged as to provide an average speed of 20 miles per hour between checking controls as established by the committee. Each contestant will be provided with a route card on which will be given the time to pass all stated checking points. The contest committee will locate blind checking stations at their discretion in order to see that an average speed as near as possible is maintained.

Each contestant will be allowed, under penalty hereinafter provided, a delay not to exceed a total of one half hour during a day. In the event of such delay the other men of the team shall proceed as follows:

On being required to stop by any contestant in trouble they shall immediately note on their route cards the time of such stop. They will then watch carefully and note on their cards whatever work may be done on the delayed contestant's machine. They should note the breaking of any seals and the character of the work done. Upon the delayed contestant's announcing he is ready to proceed, they shall note the time on their cards, after which the delayed contestant shall sign both the other contestants' cards, thus acknowledging the charge against him. They will then proceed, carrying out the schedule originally set forth, excepting the period of the delay.

In the event of any contestant being delayed beyond his allotted half hour, the other contestants of that riding team shall proceed and the delayed contestant shall be penalized 250 points for falling out of his place. Unless he shall be able to make repairs and proceed, making all subsequent controls in not to exceed two hours delay, he shall be disqualified from further competition and be declared out of the contest. In the event of so doing and finishing within the required time, his machine will be resealed by the committee and he will be allowed to start on the following and subsequent days, subject to the penalties thus incurred.

In the event of two members of any riding team dropping out during the day, thus becoming disqualified under the regulations, the surviving rider shall report to the next control and there await and join the following team, riding with them for the rest of the day and on their running time.

Should a competitor who has used up the half hour delay allowed him be able to continue, but with his machine still incapacitated, he may, upon the stopping of either of the other contestants, make use of the time of such delay in repairing his own machine and the time thus spent will be checked on the two competitors' cards and the delay subject to a double penalty.

Should a team be delayed by such outside conditions, as roads being closed by trains, or other impassable obstructions, the time of such delay will be noted by all three riders and on their joint statement of such delay, and will be allowed on their running schedule. There must, however, be no repairs made during this delay except by a member who has already utilized the half hour allowed, in which event he shall take the benefit of this delay at double penalty. In the event of one or two members of the team being cut off by such obstruction, the leader or leaders having passed, those having passed the obstruction shall wait for those delayed and the time noted the same as though the entire team had been delayed.

The penalties: For breaking seals, 50 points each; for work on a machine or any part thereof, one point for each minute up to the limit of half an hour; for time working on machine after the expiration of the half hour, the contestant not having fallen behind the balance of his team, two points per minute; for making replacements, such as spark plugs, timer parts, or any part of the machine, time shall be charged double, that is, two points per minute; for failing to keep up to schedule with the balance of the team, 250 points.

The three running competitors of each team must keep together or at least within a distance of 200 yards between the first and last man. It will be seen that their arrival at controls must be practically simultaneous. Should the entire team arrive more than five minutes behind the schedule time, taking into consideration the delays hereinbefore mentioned, the entire team will be penalized one point each for each minute delay thereafter. Should they arrive more than three minutes ahead of schedule time, with the same consideration for delay, they shall be penalized two points for each minute in advance thereof.

It is the purpose of this run to hold the contestants positively to a 20 mile per hour schedule and not to allow contestants to make up for lost time or gain time and wait outside checking station.

There will be no penalty for tire repairs, and in the event of delays of this sort, a contestant in trouble may have the assistance of both his riding mates to facilitate procedure at the earliest possible moment. The time thus used shall be checked on all three cards and the team will thereafter ride that much behind the card schedule but without penalization for the delay, nor does such delay count within the half hour allowed for repairs as above specified.

#### THE REQUIREMENTS OF THE LAW

Legislation In the Different States Varies from the Point of Absolute Indifference to that of Severely Exacting, Even Oppressive Provisions—A Brief Synopsis of the U. S. Motor Vehicle Laws

E publish herewith a symposium of the laws in effect in the various States of the Union, in so far as they have to do with the registration and driving of motorcycles. The brief particulars which we give, while dry in a way, are nevertheless interesting. Comparison shows that there is a great variation and that the laws of many States, from a motorcycle standpoint, are totally inadequate. This is particularly true of such statutes as do not fairly distinguish between the four and the twowheelers. In such cases two evils are the result, viz.: either the motorcyclist is oppressed because of unfair requirements, or he is permitted an excess of liberty. One condition is quite as bad as the other, for in the first instance you have actual persecution, and in the second a situation which inevitably leads to the enactment of that sort of legislation. In any event, we have gone to the trouble of securing this information at this time because we believe it may be of value to those who take part in the F. A. M. convention early next month. It may be decided to let "well enough alone," though it is a grave question whether prevailing conditions are "well enough." However, here are the laws:

Alabama.—Automobile law applies to motorcycles. Speed limits 8 miles an hour. License fee 25 cents; extra charges made by some of the cities. There is no provision as to the size of license numbers, nor are there any exemptions to non-residents.

Arkansas.—"We have no motor vehicle laws here," writes Mr. O. C. Ludwig, Secretary of State.

Connecticut.—The motorcycle is specially recognized by the Legislature. The "reasonable and proper" speed provision is enforced, though travelling at a rate of more than 25 miles an hour is technically considered reckless driving. Licenses are required both for the machine and for the operator, the annual fee being 50 cents in each case. Persons under 18 years of age cannot obtain licenses. Registration numbers must be at least one inch in height. Open mufflers prohibited. Law strictly enforced

Delaware.—The law distinguishes between automobiles and motorcycles with reference to the registration fee, motorcyclists having to pay \$3 a year. The "rear number tags shall be attached so that they may be plainly read from both sides of the motorcycle, instead of being attached to the front and rear." Speed limits, 12 to 15 miles an hour. I'enalty, fine of \$10 to \$25 for first offense.

District of Columbia.—With the exception of the tail lamp provision, the automobile law applies to motorcycles. Speed limits, 12 to 15 miles an hour. Licenses obtainable only after prospective rider has passed an examination. License tags, 4x9 inches; fee, \$2 per year. No exemptions. Laws are strictly enforced. The National Capitol Motorcycle Club, of Washington, is endeavoring to have these regulations modified, particularly with respect to the size of the license tags.

Florida.—Motorcycle included with the automobile. Annual registration fee \$2. License numbers must be carried; no provision as to their size.

Georgia.—Secretary of State Cook writes that the Legislature will in all probability pass an automobile law this

session. Just at present there is no motor vehicle legislation on the statute books here.

Illinois.—Speed limits, 10 to 20 miles, depending upon density of population. Motorcycle license fee, \$2. Lamps, horns and brakes required. License tags made up of numerals and letters not less than one inch in height.

Indiana—Registration fee, \$1. Speed limit, 8 to 20 miles an hour. Brake, bell or horn, and lamp are required. Numbers and letters, 3 and 4 inches in height, respectively, must be displayed on the rear of one's machine. Exemption to non-residents. Penalty, first offense, fine of from \$50 to \$100.

Iowa.—The word "motorcycles" appears only once in the motor vehicle laws of this State. That is in section 1571-B, which provides that "the fee for registering a motorcycle shall be \$2 only." Otherwise the little two-wheeler seems to be under all provisions which apply to the automobile, including the size of the tag displaying license numbers. It is provided that these numbers be at least three inches in height and at least one-half inch in width. The speed limits are from 10 to 20 miles an hour. Brakes, bell or horn, and lamps are required.

Kentucky.—The motorcycle is in the same class with the automobile. Speed limits, 15 miles an hour. No licenses are now required, but it is probable that the next Legislature will adopt a law providing for the registration of all motor vehicles.

Maine.—The laws of this State are to the effect that the term "automobile" applies to all motor vehicles propelled by power. The speed limits are 8 miles an hour in the cities and 15 miles an hour elsewhere. A "suitable bell or other appliance for giving notice" is required; also lamps between one hour after sunset and one hour before sunrise. Infraction of the law is punished by a fine not exceeding \$50, or by imprisonment for not exceeding ten days. On both automobiles and motorcycles license numbers must be so placed as to be "always plainly visible." The annual license fee is \$2.

Maryland.—A new bill will be presented to the Legislature some time next fall. At present there is no law applying either directly or otherwise to the motorcycle. Technically speaking, there are no motorcycle speed limits, nor are licenses required.

Massachusetts.—Under the new law, the initial license fee is \$2; renewals cost 50 cents. A metal seal two inches in diameter is required for purposes of identification. Exemptions are granted to non-residents. The penalties are severe, and the law is strictly enforced.

Michigan.—While the Michigan motor vehicle law of 1907 has been held by the Supreme Court to be applicable to the motorcycle, the first of the new year will usher in a law specially drafted to affect motorcyclists. The present law, which was passed in 1907, makes the speed limits 25 miles an hour in the country, 15 miles in municipalities, and 8 miles in closely settled business districts. A license certificate and seal are required. They are furnished by the State upon payment of \$1, renewal to cost 50 cents per year. The law calls for three-inch figures and two-inch letters, but this provision has been modified in many

instances by local authorities. This applies also to the court's interpretation of the statute regarding lamps. The municipal police do not insist upon the use of both a head light and tail light.

Minnesota.—Section I of the Automobile Laws of this State provides that the "term motor vehicle includes all vehicles propelled by any other than muscular power." It is evident, however, that the act in its entirety is not enforced against motorcyclists, inasmuch as Section Io provides that the certificate of registration to be affixed to motor vehicles shall be made up of letters and numerals 8½ inches in length and 5 inches wide. The registration fee is \$1.50 a year. Brakes, horns, lamps, etc., are required. Non-residents who conform with the laws of their own States are exempt while passing through this commonwealth. The speed limit varies from 8 to 25 miles an hour.

Mississippi.—This State has no laws governing the propulsion of either automobiles or motorcycles.

Missouri.—This is another of the many States which include motorcycles in the term "motor vehicles," and the laws of which thereupon proceed to make general regulations which should apply only to automobiles. Owners of motor vehicles are compelled to pay a \$5 fee and operators \$2 per annum. Exemptions are granted to nonresidents. Brakes and a suitable horn, bell or other signal device are required. The registration numbers must be at least 1½ inches in height. The speed limits vary from 6 to 15 miles an hour. The penalty for infraction of the law, first offense, is a fine of not less than \$25 nor more than \$100.

Montana.—The Secretary of State writes that there is "no State law of any kind. Cities make their own laws."

Nebraska.—Automobile law is applicable to motorcycles. Annual fee \$1. License numbers must be plainly displayed. Non-residents exempt. Speed limits 10 miles within municipal bounds and 20 miles elsewhere. It is necessary to have a "good and sufficient brake, and also suitable bell, horn or other signal," together with lamp. Penalty, \$25 for first offense.

New Hampshire.—The motorcycle is especially recognized in the motor vehicle law of this State. Operators' licenses cost \$2 per year. "Motorcycles shall be required to carry but one number plate, which must be constantly displayed in the most conspicuous position practicable." Exemptions are granted to non-residents temporarily passing through the State. Brakes, mufflers, bells or horns are required, and lighted lamps must be displayed from one hour after sunset until one hour before sunrise. Eight miles an hour is the speed limit within incorporated bounds and 20 miles an hour elsewhere. The penalty for infraction of the law is a fine not exceeding \$10 for the first offense.

New Jersey.—Annual license fee, \$2. The 1909 law proprovides that "in addition to any mark containing the number of registration certificate of any motorcycle to be displayed on the front and side thereof, as may be found convenient or possible, there shall be painted, or otherwise displayed, not less than 2 inches in height, arranged perpendicularly on the rear mud-guard of each motorcycle, the number of the registration certificate of said motorcycle. The said figures on the rear mud-guard shall be displayed in such a manner that they shall at all times be easily seen and read." Speed limits vary from 8 to 25 miles an hour.

New York.—The motorcycle is not recognized in legislation in the Empire State. Riders of the motor-driven two wheeler are subject simply to the rules of the road and to local ordinances. The speed limits in the city of New York are 8 miles an hour; elsewhere throughout the State, 15 miles.

North Carolina.—No licenses are required The speed limits are 8 miles an hour in cities and 25 miles elsewhere. Punishment, fine not exceeding \$50 or imprisonment not exceeding 20 days, or both.

North Dakota.—Speed limits, 8 miles in towns and cities; 25 miles elsewhere. Bell or horn must be used. Muffler cut-out prohibited when driving within municipal limits or when passing animal-propelled vehicles. Lights required. Penalty for violation of the law, fine of not less than \$10 nor more than \$50, or in default of payment, imprisonment.

Ohio.—The following is in the opening paragraph of the motor vehicle law: "Motor vehicles shall include all vehicles propelled by power other than muscular power, except motor bicycles, motorcycles, etc." The authorities of the city of Cincinnati regard the motorcycle in the same class as the bicycle. In the city of Hamilton, however, motorcyclists are required to take out a license costing \$2 per year.

Oklahoma.—Leo Meyer, Assistant Secretary of State, writes that "there is no State law regulating automobiles or motorcycles in Oklahoma."

Pennsylvania.—At present the motorcycle is in the same class with the automobile. Next year, however, the motorcycle fee will be reduced to \$2. Speed limits vary in different communities. There are no exemptions. The license numbers are enamelled upon a steel plate, which is often as large as 6x10 inches.

Rhode Island.—The motorcycle is placed in practically the same class with the automobile, although there are a few exceptions. The speed limits are from 15 to 25 miles an hour. Licenses are required, the annual fee being \$1. Visitors may secure a ten-days' exemption. License numbers must be at least one inch high, and may be painted almost anywhere on the machine. Rhode Island riders are a rather careful lot, and they have been instrumental in causing the public to regard their sport with favor.

South Dakota.—Law says that "motor vehicle shall include all vehicles propelled by any other than muscular power, excepting such motor vehicles as run only upon rails or tracks." The annual license fee is \$1. License numbers must be plainly displayed. The speed limits are 15 miles an hour within municipal bounds, 20 miles an hour elsewhere. Lamps, bell or horn and brakes must be used. Penalty for violation of the law, fine not exceeding \$25 for the first offense.

Tennessee.—The motorcycle registration fee is \$2 per year. The license tag must be stamped with letters and numerals not less than 3 inches in height. The speed limits are 20 miles an hour. The penalty is a fine of not less than \$25 or more than \$100.

Texas.—The legislators of the Lone Star State have not yet recognized the motorcycle. Technically, not even the speed limit provisions of the automobile law apply to the two-wheeler.

Utah.—The State motor vehicle law contains the following provision: "Motor vehicles shall include all vehicles propelled by any other than muscular power, excepting such motor vehicles as run only upon rail or track; provided, that nothing herein contained shall, except as otherwise provided, apply to motorcycles, motor bicycles, etc." The "reasonable and proper" speed requirement is incorporated.

Wisconsin.—A bill is now pending in the Legislature which provides for the inclusion of motorcycles in the automobile laws. Up to the present time this matter has been controlled by the local authorities. In Milwaukee, for example, the speed has been limited in the same manner as with automobiles. Licenses, at a cost of \$1 (Continued on page 24.)

#### SOME EARLY EXPERIENCES AWHEEL

BY THE NOMAD

I T was in Paris, during the year 1895, that I first rode in a motor "car," owned by a mad Irishman, and fitted with tube ignition. Pat organized a "tour," with two other car-owners, to a certain racecourse about 14 miles from the city. We did that 14 miles in three hours and a half, which was good going in those days, and reached the track to find that "steam-engines" were barred; so, perforce, we left the car in a neighboring stable, Pat expressing the hope that "somebody would steal the divil" while we were away. To cut the story short, we got back home well after midnight, very oily and out of temper, for our homeward trip averaged two stops to the mile.

During the next year I purchased a Benz, which was an enlarged easy-chair on wire wheels, with the engine in a box at the rear. This was belt-driven with a Bozier two-speed gear and clutch—the main trouble being that the belt had a trick of coming off at the top of a hill when you were running free. When you let in the clutch the engine roared like a lion; but there was "nothing doing," and the driver simply had to walk back and retrieve the belt, which lay like a black snake in the road, generally half a mile rearward. It was annoying, to say the least.

The car certainly used to "get there," but it generally took its own time to accomplish that end, and on hills cyclists used to ride past as we thumped our way upwards, casting pitying smiles upon us. After this I owned a Leon Bollée "quad," and actually toured from Paris to Bordeaux over the course, later to become historic in motor racing; indeed, the annual race eventually claimed me as a starter, under a French pseudonym, which was adopted principally for the convenience of the officials. I did not finish; tire trouble claimed me first of all and, later, a car ran into my little quad and wrecked it, the owner paying up like a man. I left the quad remains to be buried decently in a native junk shop, and returned to Paris by train.

In 1896, I became the proud owner of a De Dion tricycle with electric ignition and surface carbureter. This was a heavy and noisy mount; but it had a remarkable record for reliability, but poor ability as a hill-climber. In fact, the doubtful sport of pushing this terror up bad hills led me to discard its use, and to eventually sell it to a budding enthusiast, now a figure in the New York automobile world. It was in the spring of 1898 that the Werner motor bicycle first caught my eye, exhibited, as it was, in High Holborn, in London. Occasionally, since that time, has the lure of the high-powered automobile attracted me, but I always return to my old love, the motorcycle, as since my Werner christening I have ever been an enthusiast.

The Werner motorcyclette, as it was termed, had a diamond bicycle frame, with a tank having a compartment which contained what was called a wick carbureter. The engine was placed on a platform over the front forks, which were trussed, and drove the front wheel by a round belt; later, this was converted to a V. From the carbureter a rubber flexible pipe led into the handle bar, which admitted air through a collar operated by one of the grips; the other grip worked the switch. A compression tap was fitted, to aid in starting. The muffler was carried at the side of the engine, which was rated at 11/3 h.p. Troubles we had aplenty in those early days, but that gave zest to the sport. Lubrication was the chief bugbear, for this was effected by a little cup screwed onto the crank chamber, and when one wished to lubricate the engine a dismount was necessary. The belt fasteners were merely twisted double hooks, which used to pull out flat or pull through the belt, indeed, do anything but fill their vocation. The belt used to stretch itself so thin it looked like a long rattail lying in the bottom of the pulley grooves, merely slipping and giving no drive whatever.

Later some genius in Lincoln stumbled upon the V-belt, and troubles grew less and less. I fitted one to the Werner, getting another pulley cast to meet the requirements. The general effect was wonderful. We used to race in those days De Dion, Werner and Minerva machines, mostly; the others were generally of the "also ran" class. With the little Werner one generally got a long start, and succeeded in lapping the field very quickly; in fact, the Werner held its own in any company, in spite of its microscopic horse-power rating. In an evil moment, ambition to get even with the handicappers spurred me to attempt a fake with my machine so as to obtain even greater efficiency from the engine. Thus I bolted an aluminum plate oneeighth of an inch in thickness to the top of the piston, with a hazy idea of increasing the compression. In addition to this, the flywheels were weighted. The job being complete, I sallied forth on a testing tour and found a fine increase of speed had been obtained—so much so that, after half an hour's driving, I nearly lost my scalp by the combustion head blowing clean off and missing me by an inch or so.

The worst machine I ever owned was one of obscure Belgian manufacture. This motorcycle was fitted with an outside flywheel which had a fondness for suddenly leaving the machine and bowling down the road on its own hook. This was not the only pleasantry in which this motorcycle indulged, for it had an infinite variety of tricks, which it would play at random. At last, after superhuman efforts, I tuned it up to run for a mile or so, and then I sold it to an inoffensive stranger who disappeared in the evening haze. I never saw him again, though I had imagined him calling round with a hatchet. But the machine must have killed him before he had time to purchase a weapon.

After sampling two or three reliable makes, I picked up a 10 hp. pacing monster, buying it from some stranded French professional racing men. No brakes or mud guards were fitted, and the gear was 21/2 to 1. After trying to drive the brute at less than forty miles an hour, I gave it up as hopeless, and sold the machine to a budding speed enthusiast. The bud burst into bloom quickly, for in endeavoring to negotiate a busy thoroughfare, he tried to push a street car out of the way, and was forced to sell the remains for a mere song. Of machines built prior to 1902 the best I ever struck was the British built "Bat," with the 23/4 hp. De Dion engine. Here was power as well as reliability; in fact, those old 23/4 76x76 engines could make many a present-day 31/2 hp. look very silly. Our old American friend, the Mitchell, came in for my early confidence, perhaps on account of its being a home product. This was a great machine for grass-track racing, but on the road it rather kicked at hills on account of its high gear, while the tank-clips and fittings objected strongly to any joggling, and parted company from the machine at times. remember that the first reliability trial ever held saw that machine get through by swindling the judges into giving a perfect score. Somewhere I have an illuminated certificate testifying to this wonderful ride, not mentioning anything about the subtlety of the rider, who lied right lustily to procure that valuable trophy.

Among the very early models which served me as experiments were products of firms which have risen to eminence

since those days. The one original machine which I well remember driving was the first machine turned out by the Wolseley people, who have since that time steadily risen to eminence in the British industry. This machine was more than original, according to our present-day notions. It was manufactured in 1897, but I did not try one until late in 1898. The construction was more that of a tri-car than anything else, the front seat being the driving seat, and the driver and passenger sitting back to back, the rear seat being carried over the back wheel. The engine was a horizontal, opposed two cylinder, air cooled, fitted with mechanical valves, these valves being mounted in the base chamber with pipes leading from there to the cylinder. The drive was by spur intermediate gearing, and the driving wheel actually had a live axle. On the other side of this axle, a funny arrangement of a chain running to the gearbox forward was employed, the change being made by a "gate" lever and a leather belt, which allowed a slipping action when changing gears, taking the place of the clutch. This machine was fairly efficient and reliable.

Another motorcycle which I rode on several occasions was the Holden, with four cylinders, and driven by eccentric shaft to a small rear wheel. This was marketed in 1895, but I rode a later model. The pedals on this motorcycle were fitted on the front wheel, as in the old high bicycle, but apart from that, the construction was far in advance of the time.

In order of reliability, the De Dion tricycle was certainly the best of the very early models; but, coming away from three-wheelers, I will proceed with some further reminiscences of motorcycles. There were, for example, the wonderful little 11/3 hp. belt-driven F. N.'s of the earliest patterns. They were lightweights driven by flat belt onto a wooden belt-rim. The engine was well cradled, and the whole design up to modern ideas. Wonderful was the power of those little machines. About the time I was past experimenting with the first motorcycles in 1901, a friend and myself constructed a belt-driven tri-car somewhat on the lines of the British Phoenix. We built this in Paris, using a 4 hp. "copper Aster," this well-known engine hav-ing copper radiating flanges. No two-speed gear was used, as we geared at 6 to 1, and toured in France and England with this machine, which attracted attention everywhere, perhaps because we had the courage to paint it yellow. We took the Yellow Aster for one memorable tour over the beautiful roads of Devonshire and Cornwall in England. In this locality we were actually charged seventyfour cents for a gallon of gasoline. Yet, in spite of the machine being home-made in those happy days, we managed several non-stop hundred-mile runs. With a passion for home-made motor-bicycles we rebuilt the Mitchell into a British engined vertical type motorcycle, but the engine pulled the heart out of the frame and let me down gently in the road one summer day.

I think it must have been in 1900-1901 that several British cycle firms started out on the thorny path of motorcycle

construction. I tried all, and do not wonder that many firms abandoned the manufacture of motorcycles after a few experiments. The Raleigh front-driven was a copy of the Werner brought up to date and finished like a watch. The Enfield was an extraordinary conception, the engine being cradled up like the Werner, driving by crossed belt to the gear wheel; this machine was a beauty for sideslip.

In the Humber, chain drive with friction clutch, and the (British) Excelsior of 1899, we struck more reliability and good workmanship. These two firms have returned to the fray, and a fine machine they make, to judge from specifications. In France, Werner's still held sway, but the Peugeot, Minerva and others of like historic name, were rising to a high position. The French have never seemed to take the motorcycle seriously. In old days, save for a few makes of good design, the usual procedure seemed to be to clamp an engine and tank onto a bicycle frame, and "voila tout!" In spite of this tendency, some of the earlier Peugeot and Werner models were examples of fine work, while the Minerva was always a well constructed and designed example. The earlier four-cylinder models were generally marvels of engineering design. I have already mentioned the Holden, which enjoyed popularity in its day. Later, there appeared one called the Binks, which startled the British sportsman by being before its time, so to speak. This machine was heralded with trumpets, and, when it did appear, it was likely to impress one with its small wheels, massive machinery, friction-clutch, shaft drive and upholstered seat. I saw the lonely, deserted inventor one show time on the grounds of the Crystal Palace. I tried the machine. Although cumbersome, the monster was very flexible, but I fear that its clever and unique design killed its chances. Meanwhile, as the nomad wandered and bore a charmed existence among the many wierd inventions abroad, here we had Pennington startling the new world. Not only that, but a few hundred yards from my home lies the battered hulk of a Leon Bollée tricar, imported in 1908 by W. W. Stall, of Boston, and sold to C. H. Metz, one of our present-day mentors and a patriarch of the sport, although his years do not really warrant such a description. Mr. Metz also owned a Werner, front drive, of which I have spoken, and later a 134 hp. De Dion, both of which may be added to our records. I must not forget also that John Wanamaker, of Philadelphia, imported De Dion tricycles, the vibrating pulsations of which doubtless had something to do with the name of the Quaker City—quien sabe? as they say in Motorcycle Row in Los Angeles! If I remember rightly, methinks it was Dutch Waller who brought the De Dion bicycle to this country, and a well-known exponent in those days here was Dr. Purcell, who now lolls in the luxury of an automobile.

Finally, though my years be few, and my locks like unto the raven, yet it seems that I have lived through all the ages to think of this array of motor ghosts.

THE following, which appeared in the Trinidad. Col., Chronicle-News, is worth reprinting: "Tired, in the fullest sense of the word, of grinding coffee by hand since the fire at the Southern Colorado Power Plant, Manager Kent, of the Dern-Kent Coffee Company, has rigged up his motorcycle in a way that is unique, but effective. By the means of a few wooden bucket lids and a piece of cotton rope he has connected the rear wheel with a big mill. With the power turned on, the coffee is ground in a jiffy. There is one trouble, however: the engine gets hot, and operations are suspended frequently to allow the apparatus to cool."

The machine is an Excelsior, and the fact that it should operate so well, under such conditions, is a fine testimonial to its remarkable efficiency.

THE following, which appeared in the Trinidad, Col., Chronicle-News, is worth reprinting: "Tired, in the fullest sense of the word, of grinding coffee by hand since he was joined by William Chadeayne of the Auto-Bi Company.

England will be thoroughly scoured, ample time being taken to see all the sights along the route chosen, which is laid out in the most beautiful and famous parts of the country. The Scottish hills will be scaled, and after a tour through Scotland the land of the shamrock will be visited and much time spent there. After Ireland has been covered the two will sail for Hamburg. After a short visit there the trip will be continued by machine to Berlin, Leipsic, Cologne, down the Rhine, through Holland and Belgium, to Paris. From Paris the party will leave for Heidelberg and will tour along the Rhine to Switzerland. The trip over the Alps will not be attempted, the two taking train through the tunnels from Switzerland.

#### EASTERN DISTRICT'S SUMMER SESSION

THE summer meeting of the Eastern District, Federation of American Motorcyclists, was not held in Boston on Saturday, June 26, as originally intended, but at Lake Peace, Wrentham, Mass., Sunday, June 27, from 2 to 4 p. m. Notices of the meeting had been mailed by Secretary Swenson to all Eastern District members whose names and addresses were on file with him. However, the Eastern District secretary has not received from the national secretary the names of members, who have joined the last few months, a considerable number, who, of course, received no notices. When Vice-President E. L. Buffington, Secretary B. A. Swenson, Treasurer F. W. Horenburger, together with Charles H. Westcott, of Providence, arrived in Boston at the meeting hall at about 8 o'clock they found only 9 members present, two from New York, three from Providence, and four from Boston, and as the rules and regulations called for a quorum of nineteen, nothing could be done. Secretary Swenson suggested an adjournment to next day at Lake Peace and he and Mr. Mann promised to get a quorum. With the exception of Mr. Horenburger, who had to return to New York, all When the promised to attend the Lake Peace meeting. meeting opened the following were present:

E. L. Buffington, Providence; B. A. Swenson, Providence; Charles H. Westcott, Providence; Frank O. Johnson, Providence: Albert Lawson, Providence: Frank Wilkinson, Providence: W. F. Mann, Boston: Mr. Griffing, Boston: J. J. Fecitt. Boston: R. L. Elliott, Boston: Theodore Rothe, Boston: David Watt, Boston: G. Ellsworth, Boston: F. Beauvais, Taunton: M. C. Cumla, Taunton: James Bennett, Taunton: A. L. Male, Taunton, J. J. O'Conner, New York.

Secretary B. A. Swenson reported that copies of the rules and regulations had been printed. It was impossible, he reported, to announce the gain in membership in the Eastern District since the last meeting, owing to the dilatoriness of the national secretary. Treasurer F. N. Horenburger's report was read by the secretary. It showed a cash balance on hand of \$392.72. The sum of \$305.28 had been expended by

THIS isn't motorcycling, but inasmuch as it pertains to a gentleman so well known in the trade, it is worth reprinting. The article appeared originally in the New York Sun:

The latest machine to fly is that which Glenn H. Curtiss, of Hammondsport, N. Y., has built to the order of the Aeronautic Society and which was the principal feature at the society's first exhibition this year on June 26. How marked is the progress Mr. Curtiss has made may be seen from one comparison.

His first machine, the June Bug, had a forty-six foot spread. The new machine has but a twenty-eight foot eleven inch spread. The greatest speed of the June Bug was not more than about 22 miles an hour. The new machine jumps into the air 45 miles an hour within a hundred yards and has had to be altered for the purpose of slowing it down. A glance at the two machines will be even more striking. The June Bug was a clumsy vehicle.

As first built the new machine, though perfectly under control laterally, was so lively longitudinally that Mr. Curtiss, despite his mania for speed, was a little scared. Its controls then were two single planes outrigged to feet in front and behind and working in unison. The slightest touch shot the machine up into the air to a height of hifty feet at lightning speed and the next touch brought it down again with a smash.

Even after the present double rudder was put on in front the machine was still too quick and Mr. Curtiss determined to fix the rear rudder stationary. Since then he has taken a further step for slowing down; he has set the rear rudder at a slight angle so that it acts as a brake.

the Eastern District since the organization meeting in December last. Both reports were accepted.

State Commissioner E. M. Easterbrook, of Maine, reported that while the F. A. M. membership there was continually increasing, he found it hard to get the membership fee except from subscribers to the motorcycle publications. These he found to be ready recruits for membership. C. C. Wilbur, of Keene, N. H., reported that while the New Hampshire membership was only it last year, the Consolidated Motorcycliss of Keene had a short time ago sent in 39 applications. Mr. Mann commented favorably upon the activity of Mr. Wilbur and his fellow workers. Mr. Mann, who is State Commissioner of Massachusetts, reported an increase of 186 members in that State.

E. L. Buffington was then nominated for vice-president by Mr. Mann. Mr. Buffington, however, declined, his view being that Providence had held the office long enough. J. J. O'Comer, of New York, then nominated C. C. Wilbur, of Keene, N. H. Mr. Wilbur's name will be presented to the Indianapolis convention. Vice-President Buffington had received from the national president the application of W. T. Marsh for membership, and it was voted to recommend his application at the national meeting.

On motion of Mr. Mann, it was voted that it be the sense of the meeting that the bill of Mr. Hurtubis be paid, there being a balance due him for legal services.

It was resolved that the fall meeting be held in councction with a race meet, and Mr. Swenson was instructed to prepare an estimate of the expense, etc.

Mr. Swenson suggested holding a field day at a place like Lake Peace, if the different clubs in this section would help to guarantee a fund in case of a rainy day. This suggestion was favorably received.

After adjournment, Mr. Swenson invited "Long John" O'Connor to return on his machine to Providence. The two men, both over six feet tall, straddled the same saddle and succeeded in making the 20 miles in 45 minutes, excellent time, in view of the conditions.

SPOKANE, Wash.—An Indian, driven by Allen Kent, recently captured the 32-mile road race from the Trent road powder house to Moab and return, from an Excelsior driven by a mechanic of the A. D. McDonald Supply Company. The time for the race was 40:41.



MRS, F. S. MOORE, A CLEVER RIDER,
Member of the Southern Motor Club, Who Rides a Six Horsepower
N. S. U. Twin.



Part of Springfield Board Track, As It Appeared a Few Days Ago.

NO locality in the United States has been more closely and prominently identified with wheeling than Springfield. Mass., for between racing and manufacturing it has had a continuous connection with the sport for at least 30 years. It was here that Geo. M. Hendee, for many years the amateur champion of the high wheel, won his world's championship and set up world's records for the old-time bicycle. Eight or ten years later, when the low "safety" had supplanted the graceful high wheel, racing was again revived at Springfield, and the Hampden Park records aroused the interest of lovers of sport throughout the country, for the best men of their day competed, and the records set up by Willie Windle and Rowe were such as electrified the country. It was at the Hampden Park track that the flying South African, Mendjes, made his 24 hour record.

Later on, Jack Prince, who came over from England with other high wheel experts, built the wood surface bicycle track, the Springfield Colliseum, where popular racing was conducted for a number of years, and it was at this track that the successful operation of the motor pacing machines suggested to Mr. Hendee the idea of building motorcycles for popular use.

With the dying out of the bicycle boom, track racing in Springfield ceased for a time. But with the general recognition of the motorcycle and its growing popularity. Springfield promises to again come to the front as a sporting center, for Jack Prince, encouraged by experiments in track building for motorcycles at Paterson and Los Angeles, has undertaken the erection of a track at Springfield that will surpass anything of its kind ever attempted.

In undertaking the construction of the new track at Springfield, the especially favorable conditions have enabled the designer to carry out plans which he has never before had the opportunity to try, and which he is confident will produce the fastest track in the world. Heretofore, restrictions in space have necessitated the building of elliptical tracks, and it has been always more or less of an experiment to design the proper curves and banking on the turns. Moreover, these tracks have been limited in size. In the present case, a magnificent piece of level ground was available, and upon it Mi. Prince is erecting a track in the form of a true circle, 500 feet in diameter, on the inside, and measuring a full third of a mile in circumference. The banking throughout is 40 degrees. Expert riders who have inspected the work now in progress, have pronounced the track to be the finest ever designed, and they say that it will be safe at any speed.

The track is located about three miles from the business center of Springfield, close to a trolley line, and will be previded with ample facilities to afford separate dressing rooms for the riders and commodious scatting accommodations for the spectators, with a perfect view of every portion of the track. Besides motorcycle racing the immens amount theater will afford a splendid place for base ball or foct ball games or any other athletic sports. The track is expected to be finished in time for a big opening on In 17:

#### THAT LITTLE F. A. M. ADVERTISEMENT

"MOTORCYCLE TILL STRATEL

299 Broadway, New York, 199

"Gertlemen :-

"Just another line to let you know the true become are still steady pouring in a 10 term."

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Take and jumper on

#### Tips and Topics—By A Veteran

Some time ago it happened that the writer possessed a "stable" of motorcycles, a four cylinder, a twin, a 3½ h. p. single cylinder, and a "lightweight" 2¼ h. p. All these machines were kept in constant use, and I can distinctly remember how the choice of a mount was made for any particular ride. This was after practical experiment and distinctly showed the advantage of possessing just the machine to meet the purpose. The light-weight came in for all town riding and traffic dodging, in fact, its more ponderous brethren could not touch it in general ease of handling in crowded thoroughfares. For muddy, wet weather the shaft-driven "four" was requisitioned, and it seemed just to meet the requirements of a good mudplug. The twin-cylinder was the least worked of the four, being used only for fast runs or where mountains were to be negotiated. This machine, I admit, was not quite modern enough to be everything in reliability, as it possessed a troublesome form of make and break ignition, which required very delicate adjustment.

The single-cylinder was the favorite, being a powerful 3½ h.p., with magneto ignition; its general efficiency was wonderful. For all tours and prolonged rides the single cylinder was the mount chosen, and yet, taking each machine from a cubical capacity basis, the efficiency shown was right out of proportion to any mathematical formula. One cannot make accurate comparisons on this point, anyway, as too many other considerations step in besides mere relation of cubical capacity to power. From a practical point of view, the question resolves itself into the statement that the single cylinder should show greater efficiency. Mind you, this is a question of mere efficiency, nothing more, and the reason for such a deduction is merely a mechanical one.

Every moving part absorbs power, and the fewer the number of moving parts there are the less will be the consumption of power in friction, so that, all other things being equal, it may be taken, not only as a matter of opinion, but as a matter of incontrovertible fact, that, working on this basis, the two-cylinder engine will be more efficient than the four-cylinder; and, carrying the argument still further, that the single cylinder engine will be more efficient than either of them. As stated before, this is a mere question of efficiency, not flexibility and so forth, as the multi-cylinder machines score easily on that point, as a general rule.

Water in Gasoline.-I have spoken once before of the unaccountable "finds" that one strikes when draining a gasoline can to its deepest dregs, so to speak. By the adroit use of two strainers or more we can catch these protoplasms and arrest their growth into motor cops, but we cannot stop water getting into the tank; that's the real trouble. Oh, yes! the gauze is supposed to stop the water getting in, but after one has used the funnel strainer or strainers once or twice the water trickles through merrily enough. It is reasonable to think that, after the gasoline has been filtered once or twice between the gasoline can and the carbureter, it should arrive in the float-chamber free from extraneous matter and moisture? I thought so once, but I have now convictions that it is not so. Three or four times of late, when cleaning my carbureter in the course of a general tune-up, I have been surprised to find some rusty-colored water therein, snugly concealed in the float-chamber and in the passages to and from the jet. The tank has a large gauze filter just inside the screw-cap, and there is another gauze at the outlet pipe; again, I always use a strainer-funnel when filling up my tank with gasoline, so that it is obvious that the straining process takes place three times before the gasoline reaches the carbureter. Since finding this out I have been making experiments with the straining funnels which

I possess and also with others, and I find that water will run readily through the gauze, though I have always noticed that any water in a gasoline can stays at the bottom of the can until it is nearly empty, and then comes out in a rusty, globular form. I have a friend who is a casehardened theorist on these matters and he insists that the presence of water in a carbureter may not always be attributed to that which gets in with the gasoline. His peculiar theory is that the aqueous vapor in the air which displaces the gasoline from the tank may condense in sufficient quantity to form the bulk of it. Quite so! But although it may sound good when said slowly, I think I would rather have a good swear and clean out the condensed caboodle.

Spring Footrests.-An ingenious young friend of mine has built a motorcycle himself. Considering that he is but sixteen years old, the result, although lacking finish, is first-class. In his construction he has mainly used "bits of things," the greater number of the "bits," including the engine and carbureter, having once been an Orient buckboard. The riding position on this home-made "crock" is extremely comfortable; long handlebars (innocent of plating) are fitted; no pedalling gear, but substantial footrests. The engine, as the reader will probably remember, is heavy and extremely substantial, and this is fitted in a very low loop frame, which has very little road clearance. Of course, the center of gravity being low, the machine is remarkably free from any tendency toward sideslip, but on a prolonged trial ride, during which the machine behaved perfectly, it was noticed how these footrests became uncomfortable and irksome. Their position was altered, but although this improved matters to a great degree, the same effect was felt after a long ride over indifferent roads. Another idea was tried, that of wrapping the footrests in thick sheet rubber; this was fairly effective.

Some time ago I explained how to construct footboards so that a continuous change of position might be obtained when out on a long ride. These form a most comfortable fitting, but simple spring foot-rests may be easily made by any local garage man or blacksmith. These simply consist of one inverted L footrest on either side, with the arms projecting upward for about 6 inches, these arms and the whole foot-rest being made of strong 1/8" stock. At the top of either side extension, about one inch down, two holes are bored, and on both sides nearest the engine an additional extension of the same height is either brazed or the stack can be simply bent upward, forming a double rectangle, this making a footrest with extensions both on the inside and outside. Drill the holes side by side on either of these two uprights, fit four strong springs to each, and make a smaller cross-piece of wider stock, say 2 inches, so that the foot has a platform to rest upon. Drill, holes to receive the springs and the thing is done.

Another way to accomplish this is to make both footrests in one piece and mount them in a central guiding frame, suspending them with springs and arranging the frame so that the foot-rests will not dip sideways at any time. Again, I have seen foot-rests made of plain, flat, springy steel covered with rubber, but these break easily in case of a fall.

A Magneto Tip.—When one has sifted the source of trouble down to the magneto (I emphasize the "when," as the magneto is usually the last place to look), start your testing operations by detaching the wire from the switch, if one is fitted. A magneto switch works by short-circuiting the current, and sometimes this switch sets up a permanent short.

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#### LESSONS OF THE HILL CLIMB.

THE hill climb conducted under the auspices of the New York Motorcycle Club was partly a success, though in some respects it approached perilously near a failure. Some wonderful riding was done, and hill climbing records were literally annihilated. The hill chosen for the seven events which made up the program was ideally adapted to the purpose, and the meteorological conditions were perfect. The crowd was not remarkably large, but the sport was good.

The climb, however, teaches a number of lessons, which will no doubt be profited by. Such competitions should be conducted by a committee, not by individuals. Promotors should refrain from competing. No such distinctions as those attempted should be tried again until further progress is made toward solving, if a solution be possible, of the old, old stock-racing machine controversy. It was the precipitation of this antiquated bugbear into the arena of discussion that caused a delay of nearly two hours before the first event was started.

The situation has come to such a pass as to make appear ridiculous present-day efforts to distinguish between stock and racing machines. Technically, it is an easy matter; in practice, just the contrary. It seems as though the future will produce only two classes of competitions, strictly racing events and reliability trials, in which speed is no factor. If the F. A. M. were to recognize this distinction only, the stock-racing puzzle would be solved once and for all time. There may be other methods of solving the problem, but none which is simpler or likely to prove more effective. Again, with the private owner, trade rider and professional classification effective, this plan of classification will not prove difficult.

An English correspondent sums up the entire situation in the following paragraph: "Evasion or contravention of the rules at hill-climbs respecting "standardization" becomes unimportant by reason of the many loopholes the word lends to the anxious and daring ones. This being so, if a competitor by subterfuge can add to his record, he will do so in spite of vague regulations and mere printed rules." But the hill climb is the only class of competition in which stock and racing machines come into everlasting conflict, provided the above suggested plan of doing away with the stock and racing machine distinction without a practical difference, together with the proposed trade rider-private owner classification, are adopted.

#### A SIGNIFICANT CONVERSION.

THE latest convert is no less a personage than our friend, A. D. Adee, President of the N. C. A. Mr. Adee has stood out against driving by motor for many years, though, it seems, in spite of a growing conviction that motorcycling is "the only way." It was like trying to sweep the ocean back with a broom to overcome the temptation to use a motor machine. Adee finally succumbed and, from all accounts, he is happy. It is a notable conversion. Still, that is the story everywhere, the inevitable result of what was originally deep set and apparently insurmountable interest in wheeling by muscular power. The transition, now an every-day occurrence, is simply one of the encouraging sign; of the times.

#### SPARK POINTS.

One of the gamest little riders in the country is Kellogg. His accident will prove to have been only a temporary set-back, for Stanley has the right stuff in him. Keeping him down is simply outside the realm of the possible.

"Cut out slang," said the teacher. We are not interested in your slang, but don't cut out your muffler where the noise of your exhaust might be regarded as a nuisance. Just try to be decent.

Stock or racing-that is the question, the subject of many a Hamletesque soliloguy, and the topic of many more heart-burning arguments.

Go to Indianapolis awheel, if possible. But travel thither anyway, even though you have to use your pedal extremities.

Dishonored amateurism is worse than none at all. What is the sense of butting one's head against a stone wall any longer?

Up 1,050 feet of a serpentine road, having a grade of 17 per cent., in 21 4-5 seconds! Walter, you're a marvel.

Still they come, and still they go-records at Los Angeles. Just two dozen of them a week ago Sunday.

A thorn in the side of the sport is the auxiliary port hole. By whom and how, if ever, will it be plucked out?

They are "honorable men, all honorable men," these amateurs.

Indianapolis! The time? August 9 to 13 inclusive. Be

By the way, that Voelker boy is a "comer."

#### THE TIMING OF MOTORCYCLE RACES

By E. L. OVINGTON, President Federation of American Motorcyclists

A S an engineer, I have often been struck with the comparatively crude method used in timing the average motorcycle races. I do not mean to say that, under the present system, it is impossible to obtain accuracy, but I do most positively state that other and more scientific methods of timing should be used, especially in the case of prominent race meets, where records are liable to be broken.

In the physical laboratory, when an observer wishes to measure accurately the elapsed time between two certain events, he uses what is known as a recording chronometer. Roughly described, this is nothing more or less than a cylinder which is revolved uniformly by clock work. Two recording pens, situated side by side, are arranged so that they draw two parallel lines on this cylinder as it is re-By means of a screw, the cylinder is moved longitudinally during its revolution, so that the pens trace two spirals from one end of the cylinder to the other. Connected to these pens are two small electro-magnets, and by sending a current of electricity through the windings of these magnets, the pens are moved in a direction along the axis of the cylinder, a slight distance. If we start the cylinder rotating, therefore, and pass a current through the magnet, there will be a small indentation made, if the electricity is momentarily allowed to flow through the electrical windings. An accurately adjusted chronometer, which is far more accurate than a stop watch, is arranged to break the electrical circuit in one of the electro-magnets periodically, say, every second, or even every fifth of a second. Arrangement is then made to break the electrical circuit in the other electro-magnet, so that when a machine crosses the starting line a slight indentation will be put in the spiral of the pens not in circuit with the chronometer. As the machine crosses the finish line, another indentation will be made in this spiral. In operation, it will be noticed, that one of the spirals on the drum will be periodically indented, while the other spiral will be indented once when the motorcycle crosses the starting line, and once when it finishes. A counter is attached to the electro-magnet actuated by the chronometer so as to count the number of indentations made in this circuit. An exact autographic récord, therefore, is made of the elapsed time.

Now, I will acknowledge that in the case of a small motorcycle race meet held in a country town, the promoters could not go to the trouble—or expense of obtaining a more or less expensive timing system of this kind. There is no reason, however, why an autographic timing system of this kind should not be installed in all of our large race tracks.

I bring this before the public at this time on account of the fact that a movement is being started here in America to build race tracks in different parts of the country, having motorcycle racing particularly in view. There is no reason in the world why the promoters should not make arrangements to have a small timing stand erected at these race tracks and the proper instrument installed.

To the layman my explanation of this system may appear rather complicated, but if a physicist or an engineer be consulted, he will tell you that this method is used in even the smallest laboratories. Standard apparatus may be purchased from almost any dealer in physical supplies, and, once installed, this apparatus is not liable to get out of order, and is very easy to operate.

Furthermore, and by far the most important point, is that we have an autographic record of each motorcycle race. In the case of a world's record being broken, or a championship established, we have here a record which is absolutely beyond dispute. Again, the personal equation is entirely absent.

JUBILANT over the success of its first race meet, the Philadelphia Motorcycle Trade Association is planning an active season. A special invitation event in the form of an unlimited pursuit race will constitute the big feature of the next Point Breeze meet. According to the tentative program outlined at a recent meeting of the members of the association, its second meet will probably be held between the 15th of July and 1st of August. It appears that the first effort of this organization took the people of Quaker City completely by storm. The Philadelphia dealers are very much encouraged, and they are now determined to make the most of the opportunity before them.

AT Toledo, O., T. B. Riley, who, riding an Excelsior, intends to encircle the globe, made the following statement: "I expect to get to New York in good time, sailing from there to Queenstown, then taking in Dublin, Liverpool, London, France, back to London. Then I sail to Capetown, visit African cities, take in Australia, Hong Kong, Yokohama, sailing back to Frisco and cycling back to Spokane." Riley started from Spokane May 9, and, true to his word, he reached New York City just a few hours before this issue went to press. Riley was in excellent physical condition. He will leave New York for Europe the latter part of this week.

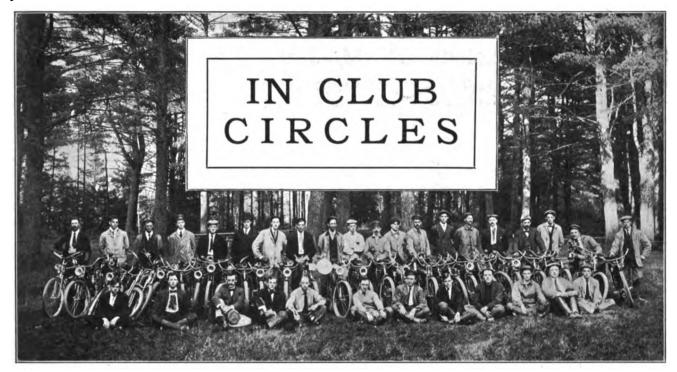
I NOTICED while reading your interesting issue of June 15 that you gave me no mention in the twenty-five mile race held at Point Breeze track on June 12 last. In this race I was declared second, having, however, to ride 26 miles instead of 25 miles; and in stopping at the twenty-fifth mile, the Bradley passed me. I was requested to ride a mile further, which I did, but which was not necessary, for I had already ridden 25 miles and gained second place. I now hold the prize for this position, as the judges admitted that the scoring was incorrect. Yours truly,

S AN DIEGO, Cal.—C. A. Sheppard, who was so severely injured while going out to meet Jimmy Urquhart, one of his riders, has left the Hearne Hospital. Sheppard's escape from death is regarded as nothing less than miraculous.

CLEVELAND.—A. W. Strople, on an Indian, defeated all of the four-wheelers, except one freak car, in the hill climb recently conducted near here by the Cleveland Automobile Club.

SAN FRANCISCO.—W. H. Sieman and E. Eikelberger, of the local club, are making up a party which will in the near future journey to Seattle to visit the Alaska Yukon Exposition.

FRED VOELKER.



#### A LIVE ORGANIZATION—THE CONSOLIDATED MOTORCYCLISTS, OF KEENE, N. H.

THE Concourse Club, of New York, held its second annual spring run to Savin Rock, Conn., June 13th. The affair was most enjoyable in every detail-good roads, a good dinner and few troubles. Those who participated were: L. H. Guttermann, W. L. Coursen, L. Restrepo, J. C. Foley, W. A. McClellance, E. Rosin, J. J. McNalley, J. P. Brown, B. Lott, N. Fieldstein, E. C. Lesser, W. Downes, F. Larsen, J. Hirchel, J. Ullman, H. B. Eberwein, J. Raynis, J. A. Dobbins, F. G. Guntner, B. Larsen, L. P. McCabe, L. Ullman, M. C. Rose, A. Rupp, Wm. Knapp, G. Wood, A. S. Baty, E. A. Paprold, C. E. Fowler, A. M. Smith, C. Frobisher, M. Kirkbold, Gibbons, K. F. Moore, M. P. Sullivan, C. P. Rodgers, H. B. Lyons, S. Busch, J. A. McAuley, D. Willis, A. Knicbockker, H. B. Kellogg, G. N. Hookey, N. C. Wing, S. Slone, S. D. Rosen, J. R. Rehemann, A. Schmitt, E. Britenbach and F. Schmitt. a good dinner and few troubles. Those who participated E. Britenbach and F. Schmitt.

The following finished on schedule time: W. A. McClellance (Indian), M. P. Sullivan (Indian), F. Larsen (Thor), C. P. Rodgers (Excelsior), H. B. Kellogg (Excelsior), K. F. Moore (Excelsior), J. Raynis (Thor), H. B. Lyons (N. S. U.), G. M. Hookey (Indian), F. G. Guntner (Indian), V. H. Downes (Indian), J. A. McAuley (R.-S.), N. C. Wing (Indian). Winner of prizes for the best scores: F. Larsen, W. A. McClellance, C. P. Rodgers, M. P. Sullivan and J. Raynis.

BALTIMORE, Md.—The recent trip of the Baltimore Club to Braddock Heights was a pronounced suc-Ideal weather and passably fair road conditions, together with a pleasing absence of mishaps, contributed largely toward the enjoyment of the trip, and the magnificent view from the observatory at Braddock Heights was worth going twice as far to see.

Capt. Fisher and Tourmaster Straus set an easy pace on the homeward trip-too easy, in fact, for some of the more ambitious riders. That the 110 miles was made in six hours' actual running time is a good showing, considering the condition of the Frederick pike, which made careful riding imperative.

Among those who made the trip were Capt. W. S. Fisher, Matthew Gault, "Chic" Thomas, John Blakeney,

Charles Moore, W. Rayner Straus, Theodore W. Smith, James Blanch, Casper Swope French, Howard A. French, William Wood, W. S. Hamburger, Clarence Knight, D. Reitz, W. J. Warner, S. H. Congdon, W. J. Downey and F. Groscup, all of the Baltimore Motorcycle Club; Capt. W. L. Nicodemus, William Hopkins, H. H. Hopkins. E. Butler, George Leakin, Howard Smith and John De Lachmutt, of the Mount Airy Motorcycle Club; Capt. Charles M. Gosnell, Lawrence J. Geddes and J. K. Graham of the Relay Motorcycle Club, and M. H. Berryman and "Pat" Throop of the Capital City Motorcycle Club.

TERRE HAUTE, Ind.—Organization of the Terre Haute Motorcycle Club, the first organization of the kind in this city, was effected at a recent meeting. The following officers were chosen: President, Ed Sayre; vicepresident, Fred Probst; secretary and treasurer, Frank B. Marshall. Twenty-one members joined the new club at its inception, and there is promise of a larger membership in the future. The following will be named in the charter: Fred Probst, William Jenny, F. W. Strong, Ed Strong, Otis Landers, William Fauve, Joe Lang, Ed Palmer, Jacob Stark, Charles Johnson, W. C. Twigg. F.d Sayre, G. B. Dinkle, W. G. Evans, F. R. Casebier, George Clear, Ross Evans, G. H. Loser, F. R. Brown, Carl Stahl and Howard Phillips.

MILWAUKEE. Wis.—The recently elected officers of the local club are: President, E. Fries; vice-president, S. Lacy Crolius; treasurer, Herman Taylor; secretary, Dr. M. J. Walk; captain, Fred Pierring; press agent, W. P. Cook; sergeant-at-arms, W. S. Harley; directors, Walter Davidson, J. J. Lantry, George Puls, F. A. Bremer and Ralph Sporleder; racing board, Fred Pierring, F. A. Bremer, Walter Davidson, W. P. Cook and J. J. Lantry.

SAVANNAH, Ga.—Dawson Wylly is president, Hammond Eve vice-president, Walter Smith secretary, and George Lawdin treasurer of the newly organized club here. The organization intends to arrange for headquarters in the new Y. M. C. A. Building.



THE New Jersey Club will hold a race meet the 17th of this month. President Stevens has appointed a committee consisting of George Fawcett, Holmes Wright, Percy Drummond, Kenneth Moore and J. W. Schneider, to make preliminary arrangements for the affair, which will take place at the Olympic Park track.

While no definite program has as yet been outlined, the tentative plans call for several races between machines of not over 30½ inches piston displacement, one of which is to be at the full Marathon distance of twenty-six miles, 385 yards. For this Ray B. Whitehead has already offered to donate a silver cup. Most of the races will be open, and it is expected that all of the crack metropolitan speed merchants will enter, including Goerke and Chapple. Exhibition races against time with the big twin-cylinders, with the view of establishing new track records from one to ten miles, are also carded.

What will probably prove to be the feature of the meet is a series of gymkhana events, which will include spearing potatoes while going at full speed; a mile race, in which the contestants will start with machines fully equipped with lamp, horn and tool bag, which are to be removed at the half-mile point, when the riders will remount and finish the race. Another half-mile race calls for the men to carry an egg on a ladle.

Invitations will be extended to the motorcyclists in Paterson, Plainfield, Jersey City and other nearby towns to schedule runs to Olympic Park that day, and it is expected to make this the banner event in Jersey circles for the year.

PROVIDENCE, R. I.—Fourscore riders took part in the picture run held Sunday, June 21, under the auspices of the Providence Club. Those who made the run were: Harry Wilkinson, Charles H. Westcott, R. J. Burlingame, Frank Labonte, John G. Gardiner, R. H. Boedeker, Arthur Gandreau, Peter S. Hayes, Charlie Grant, R. C. Eccleston, L. D. Eccleston, S. O. Barber, J. H. Bailey, H. S. Saul, Fred Fiske, F. C. Wilkinson, J. G. Edwards, John B. Gandreau, Fred Ennis, Andrew Carlson, Carl Smith, Charles H. Oburt, A. Woodward, F. A. Rathburn, H. M. Peckham, William Beaulieu, A. V. Howe, Herbert Wilkinson, E. S. Ward, J. J. Hildrup, J. Stevens, Gardner Pettis, L. Brown, Frank Short, A. Clouthier, A. Precourt, A. Aplin, W. Robilard, O. A. Precourt, A. A. Precourt, E. A. Swenson, J. M. Fordon, Frank O. Johnson, A. Beauvois, C. J. Swanson, Klaes Olsson, E. C. Foster, W. H. Connolly, G. A. Brown, H. M. Jones, Elmer Stewart, James Burnell, T. H. Cooper, J. W. Newton, J. Whittaley, G. H. Hartsell, F. Hawkins, J. White, N. C. Crumper, F. Beauvois, A. Hudson, Charles Isaheen, A. B. Hanscom, F. E. Stratton, Mrs. Henry Sears, Henry Sears, N. D. Benson, C. H. Frazier, William Jones, Carl Tourtellot, R. W. Pellett, C. N. Hutchins, A. Moore, A. Hanson, F. Derkins, B. A. Swenson, Albert Larson, F. Henderson, E. Wilkinson, P. Molde, William Friend.

SAN FRANCISCO.—Several members of the local club, led by W. E. Sieman and E. Eickelberger, made the trip to the top of Mount Hamilton, the evening of Saturday, June 12th. There they had a splendid view of the constellations through the telescope at Lick Observatory. The following day a large number of San Francisco and Oakland riders made the same trip, accompanied by many young women.

PHILADELPHIA.—Under weather conditions that tried the pluck and stamina of the participants. and converted the sociability run of the Philadelphia Motorcycle Trade Association into an endurance test of the severest description, the second of a series of such runs between this city and Reading and return, was held Sunday, June 27.

At a few minutes past 8 o'clock in the morning, fifty-four dyed-in-the-wool cyclists, checked in at Broad and Spring Garden streets, and started on the long run. The center of attraction was Miss Agnes Murray, of 1922 North Thirtieth street, the only woman entrant, who has established an enviable record as a motorcyclist. Miss Murray rode splendidly, and in spite of the bad conditions and several spills as a result of the washed-out condition of the roads, she finished with a clean score, something that many of her male companions failed to do.

The course was laid out with controls at this city, Pottstown and Reading, and injunctions were given the riders that strict attention would be given to the time of arrival at controls, and those who were either early or late in checking would forfeit their chances of obtaining a clean score medal.

Those qualifying in their first run received a silver medal, and subsequently clean scores secured for the rider a silver link for each run, to complete a silver watch fob. Those completing the trip with clean scores were Miss Agnes Murray, Joseph Murray, Alexander Klein, George Reinbold, N. Thiel, John Keating; George L. Dengler, of Reading; C. D. Failer, C. V. Stahl and H. Wolf. The affair was in charge of ar committee composed of William G. Rhoades, chairman; C. V. Stahl and L. J. Springer.

CINCINNATI, O.—E. M. Buerger, Olin Ross, W. D. Weaver and Jacob Sachs captured the firsts in the seven events run off under the auspices of the Queen City Motorcycle Club and the National Turnfest, at the Carthage fair grounds here, the 23d of June. The summaries:

Two-mile, under 20 cubic inches.—First, W. D. Weaver (Thor); second, Otto Miller (Thor); third, R. W. Lucas (Thor). Time 3:10.

Pursuit race, 15 mile limit.—Olin Ross (Indian) caught R. W. Lucas (Thor) in the seventh lap.

Five mile open.—First, E. M. Buerger (Merkel); second, Olin Ross (Indian); W. D. Weaver (Thor). Time, 7:48 1-5.

Three-mile open.—First, E. M. Buerger (Merkel); second, Olin Ross (Indian); R. W. Lucas (Thor). Time,

Ten-mile handicap.—Olin Ross (Indian); second, E. M. Buerger (Merkel); R. W. Lucas (Thor). Time, 15:13 I-5. Full Marathon distance (26 miles, 385 yards).—First, E. M. Buerger (Merkel); second, R. W. Lucas (Thor); third, Olin Ross (Indian). Time 39:42.

One-sixteenth of a mile slow race.—Won by Jacob Sachs (New Era).

DAYTON, O.—Fred Huyck and H. Nixon divided the honors at the race meet held here on the 19th, under the auspices of the local club. The summaries:

Three miles, under 20 cubic inches—First, I. Howich, Dayton (Indian); second, Kenneth Allen, Dayton (Thor); time, 5.263%.

Two miles, open for 30.50 cubic inches-First, Fred Huyck,

Springfield, Mass (Indian); second, Harvey Bernard, Milwaukee, Wis. (Harley-Davidson); time, 2.41.

Five mile handicap-Huyck, first; Bernard, second; time, 6.40 1/5.

Pursuit race, limit 10 miles-Huyck, first; W. Berner, Indianapolis (Reading Standard), second. The time was not announced, as the race was protested by Berner, of Indianapolis, who claimed that he had not been passed, although the referee, acting under instructions of one of the judges, gave the red flag to Huyck, causing him to stop.

Match race between Gross, Allen, Howich and Nixon for the championship of Dayton. At the end of the 3rd lap Allen had a fall and was rendered unconscious for a few moments. He was not seriously hurt, however, but the race

was called off. Five mile open: Huyck, first; Berner, second; time, 6.45. Three mile open for racing machines-Huyck, first; Nixon,

second: time, 4.0345.

Three mile challenge club cup race, for members of the Dayton Motorcycle Club: Won by Harry Nixon (Indian); Harry Gross (Thor), second; time, 4.11.

Five mile handicap: Harry Nixon, first; Bernard, second; time, 6.52.

Unlimited pursuit race: Won by Fred Huyck on an Indian.

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SACRAMENTO.—The following is the summary of the races recently conducted and in the summary of the races recently conducted under the joint auspices of the San Francisco and Oakland Club on the local track: five mile double, for Sacramento riders-First, A. Ruhlsdaller (Thor); second, Burnett (Indian); time 7.18%. Five mile double, stock machines, open-First, Collins (Indian); second Karslake (Curtiss); third, Chelini (Thor); time 5.15. Three mile novelty—First, Eikelberger (Thor); second, Dreyer (Indian); time 4.5236. Ten mile open—First, Collins (Indian); second, Chelini (Thor); third, Eikelberger (Thor); time Five mile single, open-First, Collins (Indian); second Chelini (Thor); third, Dreyer (Indian); time 5.194%. Pursuit race, 15 mile limit—Collins caught Dreyer in the sixth mile and Chelini in the seventh. Twenty-five mile, open— First, Collins (Indian); second, Chelini (Thor); third, Burnett (Indian); time, 10 miles, 10.45; 15 miles, 15.46; 20 miles, 21.13; 25 miles, 26.44.

WORCESTER, Mass.—Marvin Booth and Archibald E. E. Morse have left this city for a 2,200-mile trip awheel to Earlgrey, Canada. They have purchased a tract of land in that country, where they will make their permanent home.

#### COMING EVENTS.

July 5-Races at Yates County Fair, Penn Yan, N. Y.

July 5-Topeka, Kan., race meet.

July 5-Forty miles road race, Mishawaka, Ind., to Goshen and return.

July 5-Courtland Beach track meet, Omaha, Neb.

July 5-Birmingham, Ala., race meet.

July 5-South Bend, Ind., 40 miles road race.

July 5—Charter Oak race meet, Hartford, Conn.

July 4-5—San Francisco, Cal.—San Francisco

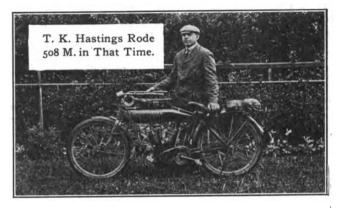
Motorcycle Club's 500 miles endurance contest.

July 8, 9, 10-Chicago reliability run.

July 17-New Jersey Club's race meet at Olympic Park. July 18-New York and Brooklyn, N. Y.-Eastern Division Century Road Club Association's annual mid-summer century run to Sayville and return to Jamaica; open.

August 1-Brooklyn, N. Y.-Long Island Division, Century Road Club Association's bicycle and motorcycle century run; open.

#### TO BOSTON AND BACK IN 261/2 HOURS.



K. HASTINGS, who a few days ago undertook to motorcycle from New York to Boston and back within twenty four hours, though he reached the Hub City almost on time, lost about two hours on the return trip, making 508.8 miles in 261/2 hours.

Mr. Hastings's start was witnessed by a considerable crowd. With the N. Y. P. C. A. A. colors flying from his handle-bar, and bearing a message from the Association to the Boston Press Club, he got the word from President James E. Sullivan, of the N. Y. P. C. A. A. promptly at noon, the time being taken by H. O. Van Shuckmann. Hastings met with no accident any more serious than the fouling of a spark plug.

HE Pueblo Motorcycle Club held its first race meet at the course near Lake Minnequa recently. The following were the results:

Three miles, for single cylinders: C. R. Hoxie, Harley-Davidson, first; Coleman, Harley-Davidson, second; Lichtenberger, Harley-Davidson, third. Time, 4 minutes.

Five miles, for single cylinders: Springer, Indian, first; Schmitt, Harley-Davidson, second.

Three miles, free-for-all: Atterbury, "R. S.," first; Maxwell, Excelsior, second; Glenn, "R. S.," third. Time 4:15

Fourth race, time trials for single cylinders, won by Schmitt on a Harley-Davidson. Time, 1:13.

Fifth race, time trials for twin cylinders: Won by Springer. on an Indian. Time, 1:11 2-5.

ACKSON, Mich.—The following is a summary of a series of three races recently held here:

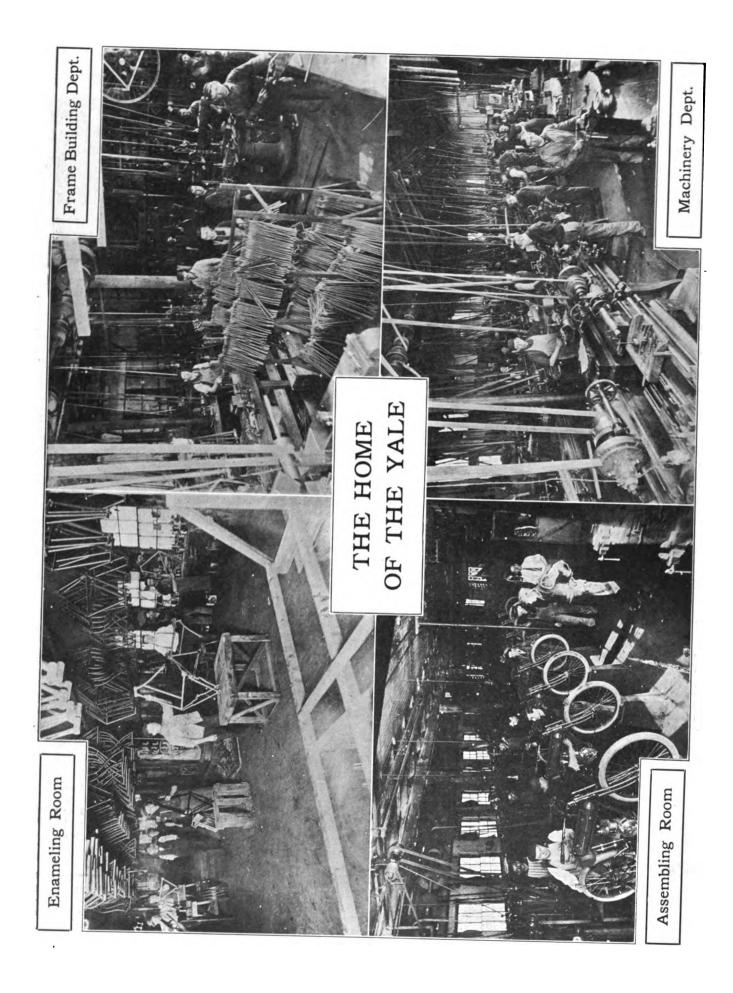
One mile—Won by Corliss Griffes (Thor); second, Carl Zanton (Reading Standard). Time, 2:07 4-5.

Five-mile handicap-Won by Leaverton (Excelsior), 10 seconds; second, Burman (Indian), 20 seconds; third, Van Deusen (Thor), 15 seconds; fourth, Klark (N. S. U.),

scratch. Time, 7:42 4-5.
Ten-mile handicap—Won by Klark (N. S. U.), scratch; second, Leaverton (Excelsior), 20 seconds; third, Burman (Indian), one minute.

WALTHAM, Mass.—W. A. F. Estes, president of the Waltham Club, is enjoying a trip through Maine. He has laid out a general plan for the three weeks that he will be away, and will make trips .east, north and west, and will possibly include runs to the coast. He expects to cover between 1800 and 2000 miles.

RENTON, N. J.—The Clifton Stadium Company, of Paterson, has just been incorporated. The company is organized to conduct motorcycle, bicycle and other races. It is capitalized at \$10,000, and the incorporators are Charles F. Turville, J. Frank Galvin and William H. Marcy.



#### THE HOME OF THE YALE.

THE "home" of the Yale 3½ h. p. motorcycle, The Consolidated Manufacturing Company, 1729-39, Toledo, Ohio, is the largest plant in the country, devoted to the exclusive manufacture of bicycles, motorcycles and their parts, and the new machine, so popular this year, is evidence of the unlimited facilities and careful constructive methods available.

In the machine room are installed numerous up-to-date machines, especially adapted to motorcycle and bicycle work. Every part turned out is machined in special jigs and gauged with micrometers. The care exercised in this department insures excellent results from the complete motor.

The illustration on the opposite page shows the frame building department. Every frame is built to exact measurement, from specially tested tubing and drop forged connections, in jigs of special design, insuring absolute alignment. Brazing is in an open fire, by men having years of experience in this work and every care is exercised to see that this most important feature of motorcycle building is perfect.

The enameling room is the most commodious of any factory, having six ovens with an immense daily output. Every part enameled is first treated to a coat of anti-rust, then baked, after which it is subjected to several hand rubbings with pumice and receives four coats of enamel, the last being a very high lustre varnish.

The assembling room is the next department. All motors are assembled, crank case filled with oil and jacked out in a special built stand for this work. A belt running from overhead shaft to drive pulley, turns the motor at 400 r. p. m. for five hours, insuring a perfect fit of piston, piston rings and bearings, before being tested under power. The frames and forks are put together by skilled mechanics, having years of experience in this particular line of work. Next the engine men hang motor in the frame, put in the tank, handle bar, attach grip control, etc., when it is ready to test by being hitched to a generator, connected to a switchboard, having volt and ammeter registers, which show exactly what each motor is capable of doing. Every motor is made to show full rated horse power before it is allowed to leave this department.

After testing, the complete motorcycle is taken to the crating department and made ready for shipment. The crates used by the Yale people are the most substantial, being well made from heavy material and while adding slightly to the weight, it is the best possible insurance that the motor will reach destination in perfect order.

The '09 Yale 3½' h. p. motorcycle has come into its own and ranks with the best machines built to-day. Present indications point to a very large output for 1909.

ST. LOUIS, Mo.—Progressiveness in an agent is seldom better exemplified than in the case of the Thor representative in this city. With a view to advertising the Thor this agent has inserted the following notice in a local newspaper:

"Born to Charles H. Neff, the 8th street jeweler, twins. The name is Thor, and can be seen at Reed's motorcycle shop any time. They will be seen in the street as soon as the weather permits. Reed Motor Works, 311 South 8th street."

MOTOR cycles are destined to play an important part should a war break out in which Italy is one of the belligerents. A well-equipped motorcycling scouting corps is now maintained on the Italian side of the Alps, and has attained a remarkable proficiency in scaling the steep mountain roads and manœuvering through the narrow, snow-lined passes.

Goshen, Ind.—The Excelsior is represented here by Lawrence Bigler, who has already sold 20 machines this season.

#### TIRE MAKING BY MACHINERY.



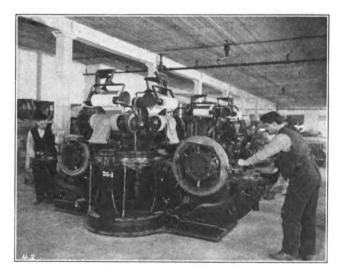
The Old-Fashioned Method.

THE Goodyear Tire & Rubber Company has been working for years to perfect a tire-making machine that would turn out the right kind of Goodyear tires, and now it has several in operation.

By the old way of making tires by hand, they have been built up, first a layer of fabric, then a layer of rubber and another layer of fabric, and so until the body was complete. This fabric has always had to be stretched on by hand by men skilled in tire making. The durability and longevity of a tire would be largely dependent on the skill and strength of the workmen who made it. To give the greatest mileage this fabric must be stretched to an absolutely even tension over each portion of the tire, and each alternate layer must be given the same tension as those previously put on.

It is self-evident that this evenness of tension could not be given when human hands were depended upon, as tires made in the morning when a man is fresh will be stretched more tightly and evenly than later in the day, when his muscles have become weary.

The new Goodyear machine gives a positively even tension to every strip of fabric used in every tire. The accompanying illustrations show both the old method of laying fabric by hand and the new way by the Goodyear tire-making machine.



The New Way—Goodyear Method.

A view of the Goodyear tire-making machine, showing how the fabric is rolled down after it is stretched over the core.

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#### MANUFACTURER AND AGENT.

Cheyenne, Wyo.—The local Indian Agency is in charge of Sampson Bros.

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Phoenix, Arizona.—The local Greyhound agency has been procured by Clyde Blaine.

**J** 

Minneapolis.—The Edwards Cycle Company is now handling the Merkel, Light, Wagner and F. N.

**J** 

Luverne, Minn.—L. A. McDowell, of Hardwick, has taken the agency for the Thor for all of Rock County.

**36** 

Providence, R. I.—B. A. Swenson, local Indian agent, reports that he has already sold eighty machines this year.

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A. J. Hippel, Thor agent, is travelling through the State of Illinois demonstrating the product of the Aurora Automatic Machinery Company.

H H

Chicago.—Thor machines were used by the officials of the automobile race meet at Crown Point for their executive messenger service and signal corps.

John Moore & Co., 59 Warren street, New York City, have secured the agency for the Yale 3½ h.p., and they are certain of their ability to make numerous sales of this machine in the metropolitan district.

The Tiger Cycle Works Company, 782 Eighth avenue, New York, has in stock upwards of a score of first-class second-hand machines, at prices varying from \$40 to \$250. They are going rapidly, however, and those who cannot call would do well to send for the company's second-hand list.

R. A. Pickens, advertising and general sales manager of the American Motor Company, of Brockton, Mass., heads a new company to open up the largest exclusive salesroom and distributing depot in the world, located at Dallas, Texas, where M. M. Motorcycles and parts will be handled exclusively. Mr. Pickens will open up early in July and establish a large sales organization to cover the Southern and Southwestern States, together with the country of Mexico.

The M. M. factory has accepted a large order for machines, to be shipped immediately to Dallas, where a large stock of machines, parts and accessories will be carried ready for instant delivery in any quantity. Mr. Pickens leaves for the Southwest with the best wishes of all his friends throughout the trade. This makes the eighth link in the M. M. chain of stores.



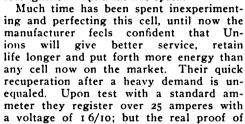
Curtiss Riders Starting for a Double Century.

NION

#### NEW DRY CELL ON THE MARKET

In presenting the Union Dry Cell to the battery users The Union Battery Company, of Belleville, N. J., has kept in mind the need of a perfect ignition battery

that would withstand the racket given batteries by most motorists, and still give perfect ignition with a fat hot spark.



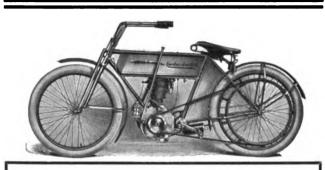
their value can be found only by their use.

San Francisco.—Joe Holle, the Northern California agent for the Harley-Davidson, has been keeping the wires hot trying to induce the factory to ship him enough machines to fill his orders. The Harley-Davidson was the first belt-driven motorcycle to reach the summit of Mt. Tamalpais, Marin County, Cal. George Thompson of this city accomplished this most remarkable feat last August, riding over the tires between the railroad tracks.

#### GOODRICH COMPANY'S EASTERN HOME



This is the building, now nearing completion and already described in these columns, which is being erected by the Goodrich Tire Company on Broadway near 57th street, New York. This fine structure will serve as the company's Eastern distributing house.



# EXCELSIOR Auto-Cycle THE MACHINE FOR SERVICE

The productive cost of Excelsior Auto-Cycles is all in the stock machine as delivered to the buyer.

We build no special racers, employ no corps of hired riders, but build our reputation on the accomplishment and absolute dependability of every

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in the constant daily service of the satisfied riders who paid for them. Ask your friend who rides one, or see an agent and let him show you, or write for our new art catalog M. I. 40.

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#### MOTORCYCLE MART-IT SELLS THE STUFF

Buy; Sell; Exchange. Two Cents a Word. Cash With Copy

#### FOR SALE OR EXCHANGE

FOR SALE-Indian Tricar, in good condition, with attachments for 1900 Indian motorcycle, including fan; quick sale, \$65.00. J. W. Dickinson, 36 Pearl Court, New Britain, Conn.

FOR SALE. B. & C. 2 speed gear. New-never used. Pits any motor Indian type. A. J. Carpenter, 1405 E. 82nd street, Cleveland, Ohio.

FOR EXCHANGE—One Columbia chainless bicycle for motorcycle; will pay difference. A. A. Jordan, 264 Tompkins street, Athens, Ga.

FOR SALE 1909 loop frame magneto twin, cost \$275; will sell for \$175. 1908 twin Indian, \$125; must sell. Fred Lloyd, McKeesport, Pa.

FOR EXCHANGE -One Cadillac single cylinder runabout for F. N. four cylinder or other high power motorcycle. B. T. Epps, 120 Washington street, Athens, Ga.

FOR EXCHANGE—Ford Auto for two or four cylinder motoreycle. P. C. Walter, Viola, Wis.

FOR SALE- 1008 234 Indian, perfect running order; a \$1.45 machine for \$100. N. E. Ramsey, Lincolnton, N. C.

FOR SALE—Best offer, new 1909 334-h.p. Indian; perfect condition, magneto, cyclometer, toolbag, tools, luggage carrier; ridden 100 miles; cost \$250. Box 19, Waterproof, La.

FOR SAIE Good Indian, best bargain ever; lamp, horn, stand, tools. Charles P. Palmer, 22 South Fifth street, Duquesne, Pa.

#### MOTORCYCLE LEGISLATION.

(Continued from page 11.)

per annum, are required. Liceuse numbers must be two inches in height, of white metal on a black background. Lamps must be carried after dark. A comparatively large number of motorcyclists have been arrested in Milwankee thus far this season, and it is said that riders of motorcycles do not enjoy the same privileges which are allowed to automobile riders.

Vermont,—Motorcycles are classed with the automobile in this State. The heense fee is \$2. Exemptions are granted to non-residents. Speed limits are to miles within incorporated municipal bounds, and 25 miles elsewhere. No special provision is made as to the size of the heense numbers which motorcyclists are supposed to attach to their machines.

Virginia. The motor vehicle law of this State provides that "nothing in this act shall apply to the machines known as traction engines, or to any locomotive engines or electric cars running on rails, or to motor bicycles."

West Virginia. The laws of this State contain absolutely no provision which would apply to motorcycle.

Wyoming.-There are no automobile or motorcycle laws on the statute book in this State.

Idaho. This State has no laws regulating motor vehicles of any kind. The matter is entirely controlled by more pal authorities.

#### AGENTS CARDS, ETC.

FOR SALE—New 5-h.p. twin Indian \$200; second hand 5-h.p. twins, \$125 up; singles, \$75 up. F. B. Widmayer Company, 2312 Broadway, New York City.

FOR BARGAINS in second hand motorcycles, Merkels, Indians and M. M., call at the M. M. Motorcycle store, 38 Belleville Ave., Newark, N. J.

EXHAUST WHISTLES and hand idlers for M. M. motorcycles. French, 895 Main St., Buffalo, N. Y.

FOR SALE—N. S. U. 3¾-h.p. Road Racer, with 2 speed gear, run less than 500 miles, bargain, \$185; N. S. U. 6-h.p. Twin, 2 speed, \$195; 2 cylinder '08 Indian, \$150; Indian 2¼-h.p., \$80; other fine bargains. Stanley Kellogg, Eastern Distributor Excelsior Autocycles, 2334 Broadway, New York.

MOTORCYCLES—35 second hand machines on hand, all makes; \$40 up. Send stamp for descriptive circular. Tiger Cycle Works Co., 782 Eighth avenue, New York City.

MOTORCYCLES thoroughly overhauled and repaired. Agents for Thor motorcycles, parts and sundries. Brazenor & Ruderman, 849 Bedford avenue, Brooklyn, N. Y.

ACCESSORIES at prices that will surprise you; send for our large catalogue. Motorcycle Equipment Co., Hammondsport, N. Y.

M-M and R-S MOTORCYCLES—East End Cycle Co., Highland & Beitler, near Centre Ave., Pittsburg, Pa.

FOR SALE—Excelsion autocycle. 1909 model. In good working order. Fred Brady, Mendota, Ill.

#### PACIFIC COAST ENTHUSIASM.

\_\_\_\_\_

Los Angeles.—Never before in the history of the business in Southern California has the demand for the two-wheeler been so great, and never has it been so difficult to induce the factories to increase the assignment for coast consumption. Every dealer in the city is booked months ahead on orders, and almost every new machine is put on the streets in service within twenty-four hours of its arrival here. Retailers in the nearby cities are clamoring for more motors and are even willing to pay express charges from the factories in the East—a matter of more than \$25 per machine—to get them here quickly to supply the insistent demands of their customers.

Logansport, Ind.—Walter B. Lewis, representative of the Aurora Automatic Machinery Company, has sold a Thor to the local police department.

Dallas, Tex.—J. W. Ruff has just secured the Harley-Davidson agency for this territory.

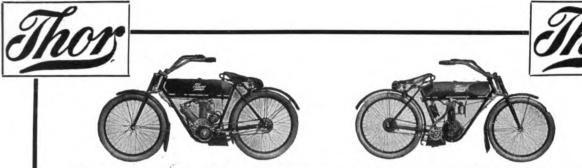
#### A FIVE YEAR GUARANTEE

ON ALL PFANSTIEHL MOTORCYCLE COILS

The Leading coil, Standard equipment with discriminating Manufacturers. Reasonable prices

Prophy PEARSTHEN ELECTRICAL LABORATORY North Chicago

Kimble absorbs momentum the gapen when writing advertisins.



# STILL THEY COME

RECORD after RECORD

BALKE of Los Angeles mounted on that SINGLE CYLINDER, the one that has them all guessing

Wins 6 Mile Race, 5 min., 25<sup>2</sup> sec.

Wins 8 Mile Race, 7 min., 29<sup>4</sup> sec.

This 8 Mile Race is Amateur World's Record



STOCK MACHINE SHATTERS THE OVER-LAND PARK TRACK RECORDS at Denver, Col., June 15. Mile after mile in 1.03--20 miles in 23 min., 9 sec. Going Some on a dirt track for stock goods.

Our Agents are selling the machines. Join their ranks and swell your bank account. Don't stock up with dead ones.

## AURORA AUTOMATIC MACHINE Co.



Thor Building, Chicago



#### PLEASED WITH THE R-S.

THE Reading Standard Company has for several years past furnished the Newark, N. J., police force with machines. This year the entire force was again equipped with the R-S, which is giving splendid satisfaction in every way. The Buffalo police force is also using R-S motorcycles, and the following two letters are evidence that the heads of these two departments are pleased with their investment:

"This Department has used your Reading Standard motorcycles for nearly one year. They have given excellent satisfaction. Especially are they useful in enforcing the law regulating the speed of motor vehicles.

Yours respectfully,

WM. HAMGAN, President "Commissioners of Police." "Newark, N. J.

"We are using in this department several of the Reading Standard motorcycles which were purchased from your establishment, and we desire to express our perfect satisfaction with the same. The expense attendant

upon keeping them in condition is very slight, and we feel that we are able to the best cycles in the market.

"Respectfully, that we are able to endorse them as being among the very

Buffalo, N. Y.

"J. A. TAGGIRE, "Clerk, Board of Police."

Hammondsport, N. Y.—The Herring-Curtiss Company writes: "We have practically completed a large addition to our plant, 60x150 feet. This is concrete and fireproof throughout. The demand for our machines has been so great the past season that we have not been able to fill our orders. With the added floor space which this building will give us we hope to be able to take care of all of our customers for 1910. The new model which we will bring out next season promises to be a great success."

Chauncey Cleveland, H. Bernard Layman and Priscilla Wallace are the incorporators of the North American Motor Corporation, of Stapleton, Staten Island, N. Y. The new company's capital is \$10,000, and the manufacture of motorcycles is one of the objects of its incorporation.

H

Capitalized at \$25,000, the Standard Sporting & Motor Goods Company has been incorporated under the laws of the State of New York. The company, which will deal in motorcycles among other things, will do business in New York City.

Brooklyn, N. Y.—The S. D. M. is the name of a new shaft-driven machine which is being produced by J. R. Spangler and George Dewald, partners, whose headquarters are at 155 Ridgewood avenue.



Newark Motorcycle Police, Mounted on R-S Machines.

#### "Wouldn't take a Thousand Dollars for his Curtiss Motorcycle."

Altoona, Pa., May 28, 1909. Herring-Curtiss Company, Hammondsport, N. Y.

Gentlemen:

Machine arrived in fine condition. I have had three different makes in my time, and must say that your machine for Power, Speed, Hill Climbing and Easy Starting can never be beaten. I am more than pleased with this little steed of steel, and would not take ONE THOUSAND DOLLARS for it to-day if I couldn't get another one.

Thanking you for your prompt and courteous attention given my order, I am

Yours very truly,

A. M. CONRAD.

This is one of hundreds of similar unsolicited testimonials received from Curtiss riders.

Every Curtiss motorcycle is just as good as

Write for Agency Proposal to-day.

#### HERRING-CURTISS COMPANY

Hammondsport, N. Y.

New York Distributor CURTISS MOTORCYCLE COMPANY 1203 Bedford Avenue, Brooklyn, N. Y.

Pacific Coast Distributor

G. A. FAULKNER

351 12th Street, Oakland, Cal.



IMPROVED Belt Hook. Detachable roller link and self-locking screw. Price 25 cents PROSPECT MOTOR COMPANY, 1900 Broadway, N. Y.



#### M.M.

Motorcycles in Stock 3½ H. P. Single Cylinders
With Bosch Magneto, \$225 7 H. P. Twin Cylinders New York Headquarters, 8 W. 60th St.

# The Toughest---Yet Easiest Riding MOTORCYCLE TIRE

That's the Goodyear Moulded Clincher Motorcycle Tire. It wears the longest, costs the least for upkeep, and is easily repaired. Thus you will see that in all ways it saves the user money as compared to the cost of any other tire.



Furnished in single or double clinch

#### See What a Perfect Tire

A. L. Olds, of Toledo, Ohio, writes this about his experience with Goodyear Tires:

"About two years ago I got a pair of your 21/2 x28 inch Motorcycle Tires for my demonstrating Wagner tandem, and I am pleased to say that these are still on the machine after covering 4,000 miles over all kinds of roads, with two persons the greater part of the time, and often a total weight of over 550 pounds.

"These tires are now in better shape than many which I have seen which have not been in use two weeks, and covered not to exceed 400 miles, with a single rider.

"The corrugations are not quite worn out of the middle of the tread, and there is not a cut, scratch or bruise in the casings, although I have run over newly crushed stone roads for miles, and have encountered all the usual objects in the city streets, such as broken glass. tin and cinders, but fortunately I have had no

punctures.

#### Four Plies of Toughest Fabric

The wise motorcyclist who figures up the cost at the end of the season knows that the Goodvear is really the LOWEST PRICED tire on the market. It will outwear several pairs of the ordinary kind.

Because the cover stock is of toughened rubber, the strongest made, especially treated, built for the extreme of wear, yet still retaining its resiliency. This is strengthened by the casing - moulded type - which has four plies of the strongest, toughest, most durable, most closely woven fabric, put into any motorcycle tire. This is the famous Sea Island fabric, which costs 55c a yard. We could use common muslin at 5½c a vard. But it requires 300 pounds to break Sea Island fabric, while common muslin breaks at 40 to 60 pounds. Hence it wouldn't do for



#### Moulded Clincher Motorcycle Tires

The construction of this fabric is such that if a Goodyear Tire is cut or jagged by sharp stones, or other obstacles, it can be repaired easily. The fabric being so closely woven, it does not separate.

And Goodyear Motorcycle Tires can be permanently repaired. Some motorcycle tires are "done for" just as soon as they are slightly

The tube is of the same stock we use in our famous Red Seal Automobile Tubes. Butt end or endless type.

The only rubber used in Goodyear tires is the finest of new Para, quoted at \$1.50 a pound today. We could use "Borneo" or "Guayule" at 35c a pound, or even "reclaimed" rubber from the junk pile at 10c a pound. But this wouldn't do for a Goodyear, any more than common muslin. With all their strength and durability Goodyear Clincher Motorcycle Tires are the most resilient, easiest riding. We can furnish them in either single or double clinch. Write for sample section. Get our special agency proposition.

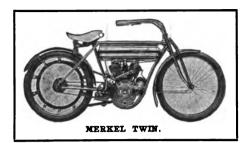
#### The Goodyear Tire & Rubber Company, Akron, Ohio Mott Stre

Branches: Atlanta. 90 North Pryor Street; Boston, 669 Boyleton Street; Chicago. 82-84 Michigan Avenue; Buffalo, 219 Main Street; Cincinnati, 317 East Fifth Street; Cleveland, 2005 Euclid Avenue; Denver, 28 West Colfax Avenue; Detroit, 251 Jefferson Avenue; Los Angeles, 949-951 South Main Street; New York City, 64th Street and Broadway; Philadelphia, Broad and Fairmount Avenue; Pittsburg, 50°8 Center Avenue; San Francisco, 506 Golden Gate Avenue; St. Louis, 3935-3937 Olive Street; Washington, 1026 Connecticut Avenue.

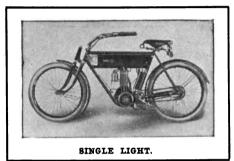
## TRACK RECORDS BROKEN BY THE

## FLYING MERKEL

At Point Breeze track, Philadelphia, on June 12th Stanley T. Kellogg on Twin Merkel won the five mile and twenty-five mile open events, breaking



the track records—both events. At the Hill Climb of the N. Y. M. Club at Hastings-on-the-Hudson, June 19th, Kellogg again demonstrated the speed of the Merkel by running a tie—the free for all class—the fastest time ever made on the hill. At Cincinnati, Ohio, on June 23rd, Emil Buerges on a Single Cylinder Merkel



won the five mile open, the three mile 30.50 class, the Marathon distance race, 26 miles 385 yards, and was second in the 10 mile handicap.

There is SPEED, COMFORT and RELIABILITY in the Merkel

#### *MERKEL-LIGHT MOTOR COMPANY*

POTTSTOWN, PA.

OVINGTON MOTOR CO., 2234 Broadway, New York Distributors.
OLLIER & WORTHINGTON, 1100 S. Main St., Los Angeles; 500 Golden Gate Ave.,
San Francisco, Cal., Facific Coast Distributors.

CATALOG ON REQUEST

**BE SURE** YOU KNOW THE

**IT PAYS** TO KNOW

AVAIL YOURSELVES OF THE BEST IN IGNITION **MOTORCYCLISTS:** SYSTEMS—USE A PITTSFIELD SYSTEM



Don't get caught on the road with a defective Coil and have to trundle your motorcycle miles to the nearest repair shop.

The Pittsfield Motorcycle Coils will shoot the same steady, efficient spark into motor at all times.

The mica insulation of the Pittsfield Motorcycle Spark Plugs does not crack. It is practically one solid mass



5 Lead Motorcycle Coil



4 Lead Motorcycle Coil

Magneto Spark Plug

of mica. Specially prepared electrodes afford the maximum resistance to the high tension current.

Is your Motorcycle a single or Two cylinder one? We have coils for both in flat and conical ends.

TRY ONE :

#### SPARK COIL CO., Dalton, Mass.

Sales Representatives: New England States, W. J. Connell, 36 Columbus Avenue, Boston; Atlantic States, Thomas J. Wetzel, 29 West 42nd Street, New York: Central States, K. Franklin Peterson, H.V. Greenwood, 166 Lake Street, Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

The machine used by Kellogg in his

## SENSATIONAL RACING

at Point Breeze Track was an untried Merkel, only two hours from the factory, but then this motorcycle used the

## BOSCH MAGNETO

the only ignition system insuring ALWAYS full, hot, properly timed sparks, a "bracer" for the motor, MAINTAINING ITS BEST EFFICIENCY throughout most trying tests.

#### All HIGH CLASS Machines are "Bosch" Equipped.

Interesting and handsomely illustrated literature describing the system, WHOSE NEVER FAILING ACCURACY enables you to FORGET YOUR IGNITION, sent on request.

#### BOSCH MAGNETO COMPANY,

CHICAGO BRANCH: 1253 Michigan Ave., Chicago, Ill.

223-225 West 46th Street, New York, N. Y.

### When choosing your tires, remember this—

## Morgan & Wright Motorcycle Tires

in just one year from their first appearance on the market have gained a reputation, this country over, for superior wearing qualities and general service satisfaction that cannot be denied.

Figure it any way you wish, you must finally concede that such a result could only have been attained by some superior merit of the tires—a freedom from trouble, a length of service that appealed to their users as something far better than anything that had gone before.

And that is true.

Morgan & Wright tires have satisfied their users always and everywhere, many times actually surprising them by the extra long service they give, and are now enjoying the popularity and large sale they deserve.

### MORGAN & WRIGHT, Detroit

## THE TIRE TROUBLE BUG-BEAR

Won't "Bite" The Rider Whose Machine is Fitted With The

## **Kokomo Gridiron Tread**

Long past the experimental stage, this tire is all but indestructible. If you want the best, Kokomo will be your choice.



The rubber absolutely sticks to the cloth, which is specially made of closely-woven Sea Island fabric.

## KOKOMO RUBBER COMPANY

SOUTH MAIN STREET

KOKOMO, IND.

## POINTS OF EXCELLENCE

Built Throughout for Motorcycle Use. 1/2 inch Axle. Larger Bearings, giving longer life. The Inside Diameter of the Brake Drum is 3 Inches, with Brake Shoes 1/2 inch wide, giving double the Braking Surface of Any Other Model.



Corbin Motorcycle Coaster Brake Model 9

Simple, Strong and Positive

### THE CORBIN SCREW CORPORATION

New Britain, Conn.

WAREHOUSES:

No. 106-108-110 Lafayette Street, - NEW YORK, N. Y. N. W. Corner 8th and Arch Streets, - PHILADELPHIA, PA. CHICAGO, ILLINOIS

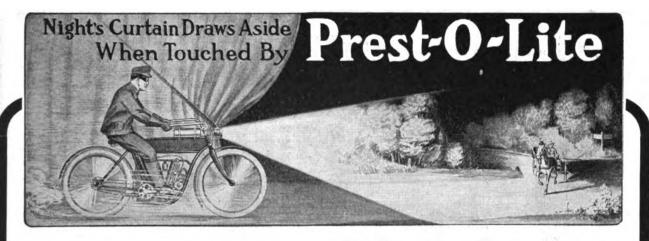
Model 9 is 53/8 in. long outside of cones 116 chain line.

Model 9A is 63/8 in. long outside of cones 21/4 chain line.

Made for either Belt or Chain Drive Motorcycles.

Heavy Front Hub to match.

LICENSED COASTER BRAKE MANUFACTURERS



A GOOD, dependable lighting system is worth more than all the accident insurance you could buy.

Feeble oil lamps and treacherous gas generators invite accident, danger and expense, and are a nuisance to operate.

Most experienced automobilists have discarded all other equipment and adopted Prest-O-Lite. Motorcyclists are doing likewise.

With Prest-O-Lite there is no uncertainty, no tinkering, no dirty work. The flame is always steady—doesn't flare up nor die down. Turned on and off like a gas jet.

In automobile service, Prest-O-Lite has proven that it costs little if anything more than portable generating systems.

The Prest-O-Lite Motorcycle Gas Tank is 12 in. long and 4 in. diameter. Weighs 7 pounds. Holds 10 ft. of gas—40 hours of light.

## PRICE \$10 FULL TANK 60c.

Thirty-day trial plan. See your dealer, or write us.

#### The Prest-O-Lite Co., 246 E. South St., Indianapolis, Ind.

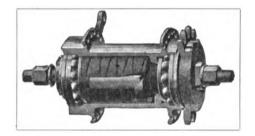
Branches at New York, Boston, Philadelphia, San Francisco and Cleveland. 3,000 Exchange Agents

## PUTS ALL OTHERS IN THE SHADE

THE brake for novice or expert—for everybody.

#### The Eclipse 1909

Only Eight Parts, none of which is easily broken or put out of adjustment.



The FIRST Coaster Brake designed for motorcycle use.

#### Coaster Brake

The 1909 model has the largest braking surface ever used.

## SIMPLE, STRONG, EFFICIENT

These qualities are most in demand in a Coaster Brake. Where any one is lacking, perfect service is impossible. We have been manufacturing Coaster Brakes for many years. You get the benefit of our experience.

Write to us for particulars.

## ECLIPSE MACHINE COMPANY, Elmira, New York

Licensed Coaster Brake Manufacturers





The Neverout Motorcycle Lamp, with combination tail light, showing rear view. (Patented)

Showing a Red Rear Light

The Neverout burns kerosene oil 10 hours with one

The Neverout burns kerosene oil 10 hours with one filling and will stay lighted under any and all conditions.

All riveted—will not rattle apart over the roughest roads. Sold on ten days' trial. Price \$3.00 complete.

The Neverout is equipped with a patent glass-covered reflector, made of pure German silver; never loses its original brilliancy; instantly removable. Guaranteed to stay lighted or money refunded.

Made in gun metal, brass and nickel finish.

The only perfect and reliable motorcycle lamp made.

If your dealer cannot supply you, write us direct.

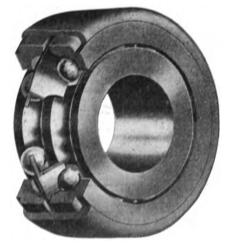
Dealers: Write at once for our proposition.

## Rose Manufacturing Co.

933 ARCH STREET

PHILADELPHIA, PA.

WE MANUFACTURE THE CELEBRATED NEVEROUT ACETYLENE PATENT AIR COOLED GENERATOR AND MIRROR LENS SEARCHLIGHT FOR MOTORCYCLES



## NEW DEPARTURE

"TWO-IN-ONE"

## BALL BEARINGS

ARE BEING USED SUCCESSFULLY IN THE BEARING POINTS OF LEADING MOTOR-CYCLES.

Mr. Manufacturer:---The New Departure offers you important advantages that you should investigate. We will furnish bearings for trial on application. Send us blue prints today. Our Engineering Corps is at your command.

Have you eeen eur new Catalog?

The New Departure Mfg. Co., BRISTOL, CONN.

# No Danger

There's no danger of the Indianapolis G & J Double Clincher Motorcycle tire pulling or rolling off the rim when skidding or taking turns at a high rate of speed. No danger of it giving away no matter how swift the speed or how rough the road.



# Motorcycle Tires Are Absolutely Safe

Don't be a trailer and take the dust. Get into the better class. Use tires that you can have confidence in when you open the throttle. Use Indianapolis G & J's. Write for booklet, illustrating and pricing our complete line.

## G & J TIRE COMPANY, Indianapolis, Ind.

TO MOTORCYCLE BUYERS! You can have your new machine equipped with Indianapolis G & J Tires if you say the word. You will not get the most for your money unless you do.

## Greyhound Comfort

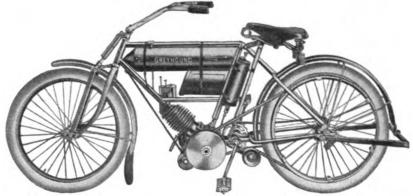
is not matched in any other motorcycle. A new agent of ours out in Kansas writes on receiving his first Greyhound:

"You can just say for me that she rides like a Pullman sure enough! The Greyhound

Shock Absorber is all you claim for it, and then some."

This is the verdict from all sides.

Big tires and a perfect spring fork help a lot, but that patented shock absorber of ours is the most important of all. The Greyhound is simple, strong and dependable. Write us if you want motorcycles either to ride or to sell. Catalog free.



## The Auto-Bi Company,

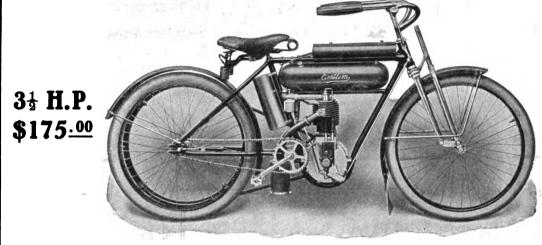
1448 Niagara Street BUFFALO, N. Y.

**OLDEST AMERICAN MOTORCYCLE MAKERS** 

Sales Agents Metropolitan District: THE BROWN-DEWEY COMPANY, - - - 1697 Broadway, New York Sales Agent Chicago District: WHIPPLE, THE MOTORCYCLE MAN, 260 W. Jackson Blvd., Chicago, Ill.

A Few Good Agents Wanted to Sell the

## SENSATION OF 1909 SEASON

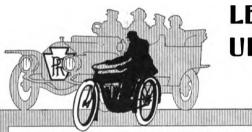


4 H.P. \$200.00

## EMBLEM MOTORCYCLES

MANUFACTURED BY

Emblem Manufacturing Co., ANGOLA, N. Y.



# LET THESE TIRES TAKE UP THE ROAD SHOCKS

AND

**VIBRATIONS** 

The new idea of motorcycle tire equipment is to save the machine and driver from the continuous violent jarring of intense power propelling a light vehicle. No other means can accomplish this so completely as

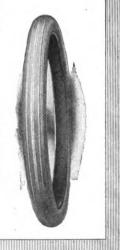
#### PENNSYLVANIA CLINCHER NEW FLAT TREAD TYPE MOTORCYCLE TIRE

Their heavy tread of highly resilient, tough new rubber reduces to practically nothing the constant shaking and jumping so generally experienced in cycle motoring. Their slightly higher cost is quickly made up by longer service—to say nothing of saving wear and tear on the machine. And they enable the cycle motorist to drive twice as far with less fatigue.

It's worth your while to write for descriptive booklet, price list and names of dealers near you.

PENNSYLVANIA RUBBER CO., JEANNETTE, PA.

Branches and Agencies throughout the country.





rk—264 Halsey St. Detroit—842 Woodward Ave. BRANCHES. Boston—292 Devonshire St. Chicago—20 La Salle St. Chicago—1301 Michigan Ave. New York—73d St. & Broadway. New York—148 Chambers St. AGENCIES.

Adencies.

Atlanta, Ga., Dunham Rubber Co.; Atlantic City, N. J., Penn Auto Supply Co.; Boise, Idaho, Randall Dodd Auto Co.; Buffalo, N. Y., Empire Sales Co.; Cleveland, O., Motor Supply Agency Co.; Denver, Col., Denver Auto Goods Co.; Dallas, Tex., Munger Auto Co.; Jacksonville, Fla., Savell Rubber Co.; Los Angeles, Cal., Empire Tire and Rubber Co.; Minneapolis, Minn., Empire Tire and Rubber Co.; New Orleans, La., H. A. Testard; Norfolk, Va., Wm. H. Grover; Philadelphia, Pa., Penn Auto Supply Co.; Pittsburg, Pa., Consumers' Auto Supply Co.; Portland, Me., James Bailey Co.; Providence, R. I., Waite Auto Supply Co.; St. Louis, Mo., Gorman Bros.; Savannah, Ga., Harris Tire Co.; Syracuse, N. Y., Central City Rubber Co.; Toledo, Ohio, W. G. Nagel Electric Co.; Auto Specialty Co., Kansas City, Mo.

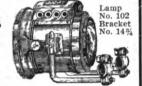


#### MOTORCYCLE SEARCHLIGHTS

Mangin Lense Reflectors Split Front Glass.

FIRST IN STYLE AND QUALITY AND FIRST IN THE HEARTS OF THE MOTORCYCLISTS

Send for Complete List, Lamp Bracket Attachments, each and all Motorcycles



Automobile and Boat Lamps (catalogue) 20th Century Mfg. Co. 17 Warren St. New York City

#### Have You Noticed?

That most of the Two, Three and Four Cylinder Machines are equipped with Mesinger Cavalry Type Motor Saddles, because they have the Right Shape for Comfort and have Fibre Friction Shock Absorb-

The Mesinger Cavalry Saddle is made like a horse saddle-it prevents you from slipping and avoids that crampish hold of the hands on the handle-bars.



#### Agents and Riders

Investigate the Mesinger Fibre Friction Shock Absorbers, which check the Rebound and prevent the Sidesway.

Consider: If you insist you can have the Mesinger Cavalry or Standard speci-fied as equipment without

extra charge.
There is little difference in the price, but a large dif-ference in Comfort.

Ask for Our New Illustrated Catalogue.

H. & F. MESINGER MFG. COMPANY, 1801-1803 First Avenue, New York

remove the most stubborn tire in a jiffy. Won't pinch the inner tube. Operated with one hand and held in place by hook shown.

Price 25 cents per set of three.

Weight 1½ ozs. Price 25 cents per set of three.

Meight 1½ ozs.

MAIL A QUARTER OR STAMPS TODAY. WE PAY POSTAGE

SEE THIS HOOK? IT CATCHES THE SPOKE.

OVINGTON MOTOR COMPANY.

2232 Broadway, New York



STANDARD SPEEDOMETER Price \$15.00

### IT IS TIME TO EQUIP

your motorcycle with a Speedometer or a combination Speedometer-Odometer.

When you do, get a good one.

The STANDARD is guaranteed to be and to remain both accurate and steady even on rough roads, and it is a good looker.

> Strong Cast Fittings for Every Make of Machine.

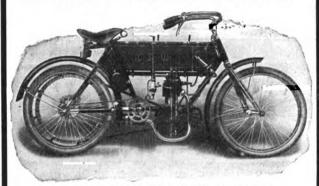
PARKER MFG. COMPANY 6 Clifton Street, BOSTON



SPEEDOMETER-ODOMETER Price \$20.00



### IS ALL WAYS THERE



31/2 H. P. Single Cyl. Standard Touring Model.

No matter what use or conditions you desire your motorcycle for; no matter what particular feature you desire evidenced, you'll always find the N. S. U. to so fill that requirement as to leave no doubt in your mind when we say N. S. U. means

## The World's Best

It holds this title because no matter what test the N. S. U. has been put to, it always behaves in a manner incomparable.

As for speed\_\_\_\_!
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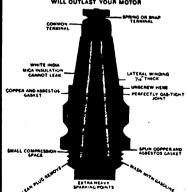
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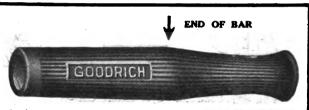
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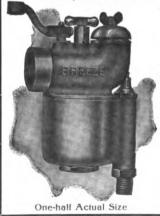
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EARLE L. OVINGTON,

President F. A. M, 2232 Broadway, New York.

Dear Sir: I feel that I ought to be a member of the F. A. M. We must have a national organization to promote motorcycling and to guard and care for its many interests. Please send me particulars.

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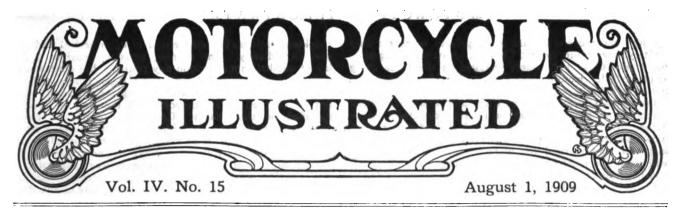
It does not cut, it does not ruin your belt, it's necessary in your tool kit. By mail, 70c.

Write for Booklet "M" if you ride a motorcycle; we've something for you.

N. S. U. Motor Company 206 West 76th Street, New York City







PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY.

# READY FOR THE F. A. M.

Hustlers In Charge of Arrangements for Endurance Run, Business Meetings, Parade, Speedway Races and Entertainment Have Made the Most Elaborate Plans In the Annals of the Sport In this Country—Program In Detail.

NDIANAPOLIS and her enthusiastic, progressive host of devotees of the sport are ready for the F. A. M. Arrangements for the endurance and reliability run, for the business sessions of the Federation, for a two-days' series of racing events on the Speedway, for the trip to Kokomo, and for

events on the Speedway, for the trip to Kokomo, and for several other attractive features have been completed. All that remains to be supplied are good weather and a large attendance of F. A. M. members. The week's programme is a most elaborate one. The various committees in charge have made nothing less than herculean efforts to insure the success of the meet, and indications point unerringly to its being the greatest in the history of motorcycling in the United States, the following being the week's long list of attractions:

Tuesday and Wednesday, August 10th and 11th.—Eighth National Endurance and Reliability contest from Cleveland, O., to Indianapolis, Ind.

Wednesday Evening, 8 P. M.—Reception at the Indiana Motorcycle Club Rooms, for visiting members of the F. A. M. Light lunch will be handed you and a cool, refreshing draft to slake your thirst.

Thursday.—9 A. M., photograph taken at the Circle Monument; be sure and bring your motorcycle. 10 A. M., run to the principal points of interest in Indianapolis and vicinity. 1:30 P. M., motorcycle street parade, to start at the Circle Monument. 3 P. M., run to Riverside bathing beach. 8 P. M., reception and entertainment at the German House.

Friday, August 13th.—8:30 A. M., business meeting and annual election of F. A. M. officers. This meeting will be held in the assembly room of the Board of Trade building. 2 P. M., races at Motor Speedway: Event No. 1, 5 miles. limited to private owners. Event No. 2, 1 mile, F. A. M. National Amateur Championship, limited to 61-inch piston displacement. Event No. 3, 3-mile handicap, limited to members of the Indiana Motorcycle Club. Event No. 4, 10 miles, F. A. M. National Amateur Championship, limited to 61-inch piston displacement. Event No. 5, 5 miles, for machines not exceeding 55-inch piston dis-

placement, without auxiliary exhaust parts. Event No. 6, 10-mile professional. Event No. 7, 5-mile handicap, limit 61-inch piston displacement. Event No. 8, 25 miles, open to machines not exceeding 30½ cubic inches. 8 P. M., entertainment at the Avondale Garden.

Saturday, August 14th.—9 A. M., business meeting in the assembly room of the Board of Trade building. 2 P. M., races at Motor Speedway: Event No. 1, 2½ miles, limited to private owners. Event No. 2, 5-mile National Amateur Championship, limited to 61-inch piston displacement. Event No. 3, 1-mile trials—flying start—limited to machines of 61-inch piston displacement. Event No. 4, 10-mile amateur handicap, limited to machines of 61-inch piston displacement. Event No. 5, 5-mile professional, limited to machines of 61-inch piston displacement. Event No. 6, 10 miles, open to machines not exceeding 30.50-inch piston displacement. Event No. 7, 1 hour, F. A. M. National Amateur Championship, limited to machines of 61-inch piston displacement.

Three prizes will be awarded in each event; those for the championships will be medals struck from the official F. A. M. die. The cash awards in the professional events will be \$50, \$30 and \$20. The entry fee is \$1 for each amateur event; \$2 for each professional event. H. A. Githens, Box 126, Indianapolis, who is chairman of the race committee, is receiving the entries.

The following is a synopsis of the rules governing the endurance and reliability contest:

Entries will be restricted to amateurs riding motorcycles the engines of which have a total piston displacement not exceeding 61 cubic inches, and which are not provided with auxiliary exhaust ports. machines to be provided with efficient mufflers and full road equipment, which must conform in every respect to catalogue specifications.

The entry fee is \$5.00 and must accompany entry blank. The entry list will be closed August 5th with the delivery of the first mail to the chairman, G. H. Hamilton, Box 126, Indianapolis, Ind. Post entries will cost \$7.50.

Competitors will be classified as follows: Class A, private owners; Class I A, private owners riding single

Route of the Endurance Run.

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94 PISONBURG WODETER MOOR LAND

cylinder motorcycles; Class 2 A, private owners riding multicylinder motorcycles; Class B, amateurs engaged in the trade; Class 1 B, riders engaged in the trade using single cylinder motorcycles; Class 2 B, riders engaged in the trade using multicylinder motorcycles.

Contestants must report at Cleveland, Ohio, with their machines, to the committee or its representatives on or before 10 A. M., Monday, August 9th, in order that numbers and schedules may be delivered and their machines inspected and marked for identification. The schedules will name the chief points en route, progressive distances and the time at which each respective competitor is due at controls and checking stations, and also the grade on which the hill-climbing tests will occur. The start of the contest will be made from in front of the Hollenden Hotel, Cleveland, Ohio, at 6 A. M., Tuesday, August 10th. Competitors will be despatched in batches of four at one minute intervals and in the order of their numbering. No

checking stations, but may check in upon arrival and depart immediately. The running schedule provides a delay of one-half hour at noon day controls, but contestants arriving over one-half hour late at these points will be checked out immediately on entering. Contestants will not be checked in at controls until the time of arrival specified on their cards. Contestants must not come closer to control than one city block until checking time. After being checked in at noon and night controls, contestants must deliver their machines to the committee in charge, to be held until the contestants leave the control. The running schedule and arrivals at checking stations and controls is to be based on an average rate of speed of 15 miles per hour from Cleveland to Coshocton; 17 miles per hour from Coshocton to Columbus, and 19 miles per hour from Columbus to Indianapolis. A five-minute allowance, fast or slow, will be allowed for variation of watches. In event of disagreement, Western Union time will be ac-



A Fine Stretch Near Dayton, O.



The F. A. M. Pathfinder, G and J Car.

Proposition of the property of

allowance will be made for failure to start at the time specified on the schedules.

The route of the contest on the first day will be from Cleveland, Ohio, to Columbus, Ohio, via Wooster, Coshocton and Newark, a distance of 173.7 miles. The second day's run will be from Columbus, Ohio, to Indianapolis, Indiana, via Springfield and Dayton, Ohio, Richmond, Liberty, Connersville and Rushville, Indiana, a distance of 188.3 miles as per schedules provided.

Each competitor in each class and subdivision thereof shall be given an initial credit of 1,000 points, and shall be subject to the penalizations hereinafter enumerated.

Noon controls, denoted by blue flags, will be established at Coshocton, Ohio, on the first day's run, and Richmond, Ind., on the second day's run. Checking stations, denoted by white flags, will be established at Wooster and Newark, Ohio, on the first day's run, and at Dayton, Ohio, and Liberty, Ind., on the second day's run.

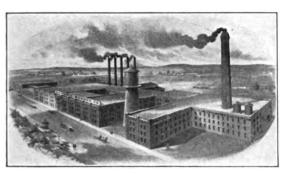
At checking stations each contestant must dismount and sign his name to the checking sheet, to show that he has conformed to the route. Contestants will not be held at cepted. It is advised that all contestants, before starting and at noon-day controls, if possible, verify their watches with Western Union time.

One hundred yards in advance of the foot of the grade selected for the hill climb, a banner will be suspended across the road, reading "Hill Climb," and 50 yards in advance of this banner a flagman will be stationed. Contestants will be started at flagman 150 yards in advance of the foot of the hill and penalties will only be reckoned after contestant passes the banner indicating Hill Climb, which shall be located 100 yards from foot of hill. The exact point for the hill climb will be indicated on the running schedule.

The technical committee will seal the contestant's machines with such seals as they may select, these seals to cover battery boxes, magnetos and cylinders. Any seals broken during the first day's run will be resealed at the night control at Columbus Ohio.

night control at Columbus, Ohio.

Under penalty of disqualification, no complete replacement of motors, carbureters, mufflers, magnetos, timers, tanks or wheels will be permitted, and no change of



The Kokomo Factory.

sprockets or pulleys, save in case of accident, providing the replacement is not to be such as to reduce or increase the gear. (These parts will be sealed.)

Gold medals will be awarded for perfect scores in each Class A and B. Silver medals will be awarded to riders in each class finishing with a score of not less than 900 points. Bronze medals will be awarded to riders finishing within two hours of time scheduled on each day. Each contestant must pay for the storage of machines in controls and for all gasoline, oil or supplies obtained at the start or en route. Any question as to the correct interpretation of the rules will be left to the judgment of the contest committee, whose decision shall be final.

The speed laws in States of Ohio and Indiana are as follows: In thickly populated districts of cities and towns speed should not exceed 8 miles per hour. In less thickly populated urban districts, 15 miles per hour. In open country, 20 miles per hour, with due regard to rights of others on the road. Contestants are warned to be particularly careful in passing through small towns, as the majority of these strictly enforce the speed ordinance. In order to follow the mileage shown on the running schedule contestants are requested to set their speedometers at checking stations and controls in accordance therewith.

The entertainment committee, of which G. H. Westing is chairman, has scheduled, for Wednesday evening, an informal reception at the Indiana Club's headquarters. Thursday morning, visiting riders will have an opportunity to tour the city and surrounding places of interest. On Friday evening there will be a band concert, with refreshments and entertainment. Automobile rides for the lady visitors will be in order Friday morning, and on Friday evening a smoker, vaudeville entertainment, athletic contest and a light supper will be provided. Saturday evening will be a sort of free-for-all.

The start of the Kokomo run will be made from the Dennison Hotel, at 9:30, Thursday morning, August 12th. The distance to Kokomo is 52 miles, and all who make the run will be the guests of the Kokomo Rubber Company, at luncheon, at the Country Club there. A

handsome souvenir will be given to all participants,



Souvenir Badge.

The Kokomo Country Club.

The officers of the Indiana Motorcycle Club are Chas. Wyatt, president; H. L. Dipple, vicepresident; Harry Graff, treasurer; Robert Sturn, secretary; L. M. Wainwright, G. H. Hamilton and F. I. Willis, directors.

The various committees in charge of the arrangements for the meet are thus constituted:

Executive-Chas. Wyatt, chairman; H. L. Dipple, Harry Graff, Robert H. Sturn, L. M. Wainwright, G. H. Hamilton and F. I. Willis.

Finance-Gus Habich, chairman; F. I. Willis

and George C. Detch.
Press-G. W. Stephens, chairman; F. O. Minter. Programme-H. A. Githens, chairman; Frank B. Willis and Lee Chapman.

Entertainment-G. H. Westing, chairman, Harry Graff and John McGarver.

Prizes-W. D. Dean, chairman; C. E. Ball and P. C. Hudson.

The official F. A. M. hotel will be the Dennison, corner of Pennsylvania and Ohio streets. Rooms will be reserved and special rates accorded to all F. A. M. members. Show your membership card to the clerk and he'll fix you up right.

The Indiana Motorcycle Club Rooms, 444 West Vermont street, will be the official place of registration. All F. A. M. members are requested to sign the official register and receive the souvenir badge.

There will be application blanks at the Indiana Motorcycle Club Rooms for all who desire to join the Federation. All applicants who are accepted will be provided with membership badges entitling them to the privileges of the meet. Ample provision has been made for the storage of machines.

Plans are being made by President C. H. Lang, of the Chicago club, to have a run of members and their friends to Indianapolis to attend the convention. President Lang expects to have a good representation of Chicago enthusiasts at the Indianapolis conclave.

E. S. Hilton, New York manager of the Morgan & Wright Tire Co., and John B. Tower, New York City salesman for the same concern, will go to Cleveland in time to accompany the endurance riders from Cleveland to
Indianapolis. They will look out for tire troubles on

the run. The G & J and Kokomo companies will also be represented in this manner.



Bird's-Eye-View of Indianapolis-Soldiers' and Sailors' Monument in the Centre.

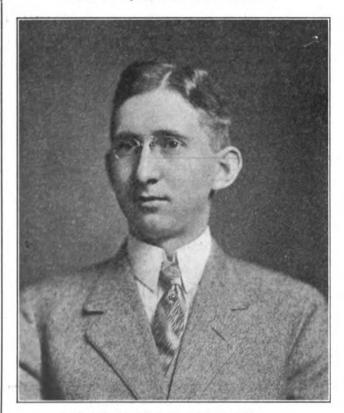
The Chairmen of Four F. A. M. Meet Committees



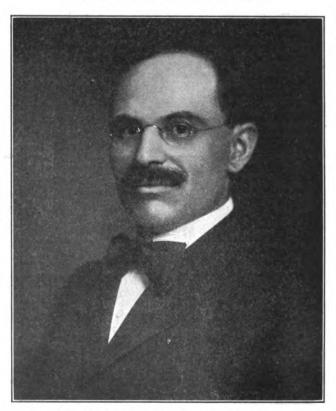
Charles Wyatt, Executive Committee.



G. H. Hamilton, Racing Committee.



G. W. Stephens, Press Committee.



G. H. Westing, Entertainment Committee.



#### FEDERATION SUGGESTIONS

BY F. P. PRIAL.





HE F. A. M. is growing, growing fast; has thrown away its teething ring. It no longer cries for the things that babies cry for, but it is howling for "pants." The recent blare of trumpets, the turning of the calcium on the F. A. M. has quickened and vitalized the organization. It had long been swathed and veiled in a

strange and ominous quietude. It had become static: putrefaction might easily have set in. MOTORCYCLE ILLUSTRATED had long noted this dead-level monotony, MOTORCYCLE and in a hyper-vital and enthusiastic moment it tore aside the veil and exposed the F. A. M. as it was. Some regarded this as a sacrilege; decried our penetrating the holy of holies. They said that publicity, that discussion would hurt, injure, destroy the F. A. M. They said that the work of a decade would be undone, etc., etc. As we expected, just the opposite was the result. Our blast was nobly echoed by the other paper. In fact, an issue arose, having more or less the aspect of a "scrap," and all the world knows what a good thing an honest "scrap" is. It stirs things up. It eliminates hibernation. It quickens the dead and the dead ones. What the world perhaps needs most to-day is a terrific war; not a comic opera war between two tenth-rate powers, but a fearful crash between two nations of the first class. Pray, lovers of peace, do not stop your "subs" because of the above sentiment. The world is sunk in the sloth and weakness that shadow wealth. A good fight would set us all up. R. G. himself will agree with this; for he's been a soldier, and he knows.

Within the month the hard-working secretary of the F. A. M. has sent to the hard-working treasurer of the F. A. M. a sum approximating \$1,200, cold cash. The strong box already held some \$400, so that, at the moment, the national exchequer has about \$1,700 in cold, usable coin. A month ago the organization was painfully and anxiously poor. But to-day, comparatively speaking, the F. A. M. is rich. Great is Allah!

The slogan for the F. A. M. should be: NINETEEN HUNDRED AND TEN, TEN THOUSAND MEMBERS or nothing. It is the simplest thing in the world to The fellows are there; all they reach this figure. are waiting for is a friendly handshake and a request to join the Federation. The way to accomplish this result is to give more money to the national treasury and less to the district. The present division of income is unwise from many points of view. The national organization should keep on hand a fixed balance of \$1,500. But, for the next twelve months, it should spend every dollar it receives in building up the membership. The districts themselves should spend half of their present surpluses, and one-half of every dollar they receive in doing similar work. The net result would be sure to be grand. There should be a brainy chairman of the membership committee, a man with talent and time to plan ways and means for extending the membership. This chairman should scheme out the work, but the actual detail should be done in the secretary's office. The secretary should receive a modest honorarium, just enough to pay for personal wear or tear, say about \$200 or \$300 per year. But he should be empowered to open an office and hire a stenographer to do the actual work. This plan is the only plan; it will pay.

From time to time the list of new members should be published; also the total number of members in each State. This creates rivalry. In the palmy days of the League of American Wheelmen, Massachusetts, New York, Pennsylvania and, we think, Illinois had a battle royal to see which State among them would have the largest number of members. The official totals were published from week to week. One time, one State would lead, the next time another. The contest finally got hotter than any prize beauty competition and the memberships were poured in by the hundred. In that way, through State rivalry, the L. A. W. achieved a membership of 30,000, or was it 60,000 or 100,000. We forget the exact figures; it was so long ago. But at any rate the result was simply tremendous.

The office of secretary should be filled by a man from some central city, not necessarily a large city. Rather a clever, hard-working talented man from Keokuk than an ornament and laggard from Chicago, Cleveland, Detroit, or elsewhere. In any event the man and his office should be located in U. S. central.

The secretary should not be a trade man, nor should the president or any member of a national committee. That creates trade jealousy. It has worked badly in the past. Beside that, in this growing trade the majority are hard workers and have little or no time for gratuitous work; and in organization work it is the man with plenty of time who counts. So bar all trade men from the chief offices. It is true that, at the present time, the trade is the backbone, the spinal column, the brain and the pocketbook of motorcycling; but it can well afford to stand back and let non-trade men work the F. A. M.

Also the federation should have a head in each State. The L. A. W. called him Chief Counsel, and the office was often held by men of much talent and great dignity. Such a system creates a center of activity in each State, affords a local rallying point, stimulates local pride, etc. It is hardly necessary to point out the value of such a plan. The F. A. M. should adopt this scheme or something like it. The F. A. M. should be incorporated. At present each member is liable for any or all of its debts. Enough said. It should also bond its secretary and its treasurer. It should, at Indianapolis, create a special committee to plan a new constitution fitting present needs and embracing future possibilities; and, instead of waiting a whole year to operate this constitution, the matter should be submitted to a mail vote, and it should be in working order two months after the Indianapolis meeting.

A new set of competition rules will be submitted to the members. They were not conceived in the dark, as has been stated. They are the result of hard work, impartial thought. The statement that they represent any one interest is poppycock. They are not perfect; nothing is. They will be broken; everything is. For human nature is frail, especially frail when money talks. But the rules to be submitted are an advance on the present plan. And all reasonable men are satisfied to go forward step by step. For that is the only way to advance with absolute safety. Man himself was not made in a day, or in a trillion days.

These are a few rough ideas, thrown hastily into print and respectfully submitted to the members. We hope that they will be taken up at the Indianapolis Meet and discussed, at least.



FRED HUYCK.

CHARLIE BALKE.

THE

LEADING

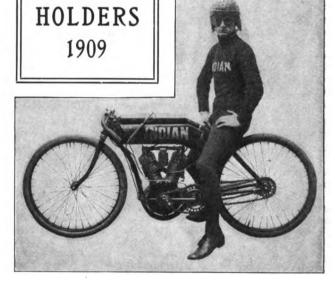
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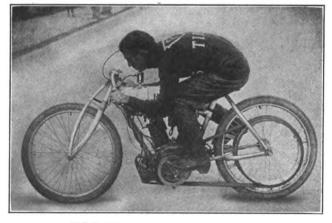
WALTER GOERKE.



GRAVES, MITCHELL AND WARD.



"JAKE" DE ROSIER.



EDDIE LINGENFELDER.



ROBERT STUBBS.

#### RODE 320 MILES IN ELEVEN HOURS

OS ANGELES, Cal.—Paul J. C. Derkum, better known here as "Dare-Devil" Derkum, went out last Tuesday to beat the round trip record between Los Angeles and San Diego, which was held by Howard Shafer at 16 hours and 40 minutes elapsed time. Derkum left the club house of the Los Angeles Motorcycle Club at 3:50:30 in the morning. C. W. Risden, the Indian agent, and C. F. Gates followed the record-breaker out into the country on an automobile, but Derkum was too fast for them. Captain Brunner and Walter Collins, who had waited all night at the club house to see the "Dare-Devil" start, sought sleep as soon as Derkum was out of hearing.

The first thirty miles to Anaheim were made in an hour and seven and one-half minutes. Frank Loge, one of the official timers at the Coliseum, scored Derkum here, where he spent four minutes looking over his machine and taking on supplies. Capistrano Mission, 621/2 miles out from Los Angeles, was reached in a half minute less than two hours, the best previous record by automobile over this route having been two hours, made by a Packard runabout. Here Paul stopped long enough to put in what gasoline his tank would hold, for the next thirty miles is across a big cattle ranch, with two ranges of mountains. A few miles below San Juan Capistrano, where the road parallels the ocean, Derkum tried to ride the beach sands but found the unusual low tide had washed the beach into wrinkles and torn up the surface. The trip away from the road and back again cost the rider 42 minutes.

Through the great Santa Margarita rancho, which is as large as Rhode Island, thousands of cattle were sleeping along the road, causing much delay and forcing Derkum

to ride around the bovines, or stop until they had vacated the right of way.

At Oceanside, 100 miles out, which was reached at 7:30, Derkum made another stop to take on supplies and look over his machine, for Derkum is a railroad engineer and fireman and believes in taking precaution. Besides, the next lap was 40 miles without a stop, until San Diego was reached, the turning point of the journey. The last forty miles into San Diego were made in less than an hour, counting the time lost at Oceanside, although there is the mountain at Sorrento, two and one-quarter miles long, part of the grade of which is above 12%. There is also the hill at Del Mar, with plenty of sand and a series of lagoons to go around. With a bicycle this was always a day's trip. When Derkum came into San Diego and registered at the office of the Morning Union he showed that the 140 miles had been covered in a half-minute less than 4 hours and 40 minutes, only eight minutes slower than the much coveted automobile record.

The return journey, up the interior of the State, is 180 miles, with nearly 100 miles of it in the mountains, some of the grades being four or five miles long. That Derkum should have covered this 180 miles in 6 hours and 20 minutes is nothing short of marvelous, for this is as fast, if not faster, than the most powerful automobiles make it. Over this same route the schedule of the Motorcycle Club endurance run, May 31, was eleven hours, and only six made it inside of schedule.

The total time for the 320-mile run is a half-minute under eleven hours, a record that will be hard to beat. And yet at the end of the journey Derkum seemed as fresh as ever.

#### HOW TO PRESENT A RESPECTABLE APPEARANCE WHEN TRAVELLING AWHEEL.

It is generally known that many riders present quite an awe-inspiring appearance when clothed for motorcycling. It seems that many think that anything will do. Yet, a neat costume not only smartens the rider's appearance but, in addition to this, is comfortable and specially adapted for resisting the dust. We often see a rider careening along with a gaily-flapping pair of "college-cut" pants, which pick up all the available real estate from the road surface. Again, another passes with an attempt to curtail the flapping by encasing his legs in a pair of badly-fitting gaiters or leggings, which were evidently cut and shaped with a hatchet in the backwoods, with the result that they "fit where they touch," as the man said to the tailor.

It is an easy matter to clothe oneself comfortably and

It is an easy matter to clothe oneself comfortably and yet present an appearance unsuggestive of a construction camp. "Knicker-breeches" or what tailors call "semiriding," not too dark in color, form the foundation of the ideal costume. Add to this a sensible pair of close-fitting leggings, of calf-leather or pigskin, which are "blocked" or shaped to the leg—not the cheap variety with a sewn seam down the back. A pair of stout boots, preferably water-proof, are also good to look at and to wear. A "Norfolk" style, or ordinary thick double-breasted jacket of frieze or tweed, and, in summer-time, a linen or pongee dust coat, can be worn, also a good dust cap of the same material.

In boots and gaiters we have a preference for the brown lace type, as these seem better than black, and they do not harbor the dirt. The coat and riding breeches should not be so dark as to show dust marks, nor so light as to make the owner too conspicuous.

The dust coat, if provided with a high collar, will keep one's ordinary collar free from grime, and a rider who is thus dressed can remove any traces of travel with a few whisks of a brush. Again, one may procure linen or Holland dust overalls, which will preserve an everyday suit, if the rider is off to pay a visit; these slip-on overalls of a light drab color are indispensable for such a purpose during the dusty season. Gauntlet gloves of light weight and of the same material may also be procured, and it is an excellent plan to keep an old pair of cape gloves (not motoring type) in some handy receptacle on the machine, so that if any dirty work is necessary, these may be put on to keep the hands respectable.

We do not wish to impress the reader with any ideas of effeminacy or foppishness, but it does not impress anyone, to say the very least, if a travel-stained, grimy-handed motorcyclist turns up visiting at a house. Nor does it enhance the reputation of the sport, not to mention the stigma of being classed among the "great unwashed." The motorcyclist shouldn't look like a sloven awheel.

THE last semi-monthly club run of the San Francisco Club was made to the famous State's prison at San Quenten, a large number of the members making this interesting ride. The return trip was through the famous Mill Valley district, one of the most beautiful and interesting scenic points to be found in the northern part of the State.

Chas. C. Macy, one of the best-known motorcyclists in this part of the country, is touring the northern part of California. Mr. Macy has ridden more miles than any other rider in these parts. Owing to the growing prejudice against fast road racing in California, C. C. Hopkins, the donor of the Jolon cup, has withdrawn it from competition until new rules can be made for its competition. The cup was originally to be given for the rider of any organized club making the fastest time between San Francisco and Jolon and return.

Mr. E. C. Wilson, formerly traveling representative of Ollier & Worthington, has severed his connections with

Mr. E. C. Wilson, formerly traveling representative of Ollier & Worthington, has severed his connections with that concern, and will travel the territory in the interest of the Thor line. In Pacific Coast trade circles Mr. Wilson has the reputation of a hustler.

#### THE IDEAL MOTORCYCLE LAW

By Dwight Patterson, Chairman of the F. A. M. Legal Committee.



OW that many riders are or contemplate spending their vacations touring, and especially as many motorcyclists are to ride from their respective States to the annual meet of the Federation of American Motorcyclists, the old problem of meeting the requirements of the laws of the various States visited confronts us. This raises the question as

to which statutes are just and reasonable and which the contrary; just and reasonable not only so far as the motorcyclists are concerned, but as to other users of our highways. In other words, we motorcyclists may consider exceedingly just the statutes of a State which expressly excepts the motorcycle from the provisions of the motor vehicle laws; but the public thinks differently, and in those States it awaits the chance to enforce regulations of a most oppressive character. Several recent examples of severe legislation in heretofore comparatively easy-going localities stand as proof of this condition. Nowadays, no law will remain free from frequent attack upon our statute books which does not secure as many privileges to one side as to the other.

The writer, if he may venture to voice conclusions gained after a careful study of the various laws affecting the motorcar and motorcycle, would state that no one statute contains, on the one hand, or omits, on the other, all those conditions which go to make up an ideal law regulating the use of the motorcycle. After separating the grain from the chaff, however, and after adding a few suggestions of his own, he states below what he considers to be the provisions which should compose the ideal law.

In the first place, there should be a provision compelling registration and the carrying of some means of identification; not the heavy, cumbersome, three-pound "signs" required in some jurisdictions, but simply numbers and letters painted on the rear mud-guard. Then again, a provision should be made for a blanket license to cover amademachines used by manufacturers or agents. This mudguard numbering in no way adds to the weight, yet affords a sufficient means of identification, while no law-abiding motorcyclist will raise any objection to this practice. Further, such identification may in many instances lead to a quick recovery of a stolen machine. The greatest benefit to be derived from identification, however, would be the means of personally apprehending "the open muffler fiends" and other objectionable riders who bring discredit upon motorcycling.

In the second place, the point arises as to whether a motorcyclist should be required to pay more than a nominal tax. This is a thread-bare controversy, having been started by our old friends, the bicyclists, and continued by automobilists, with the claim that it is an unjust taxation, as it does not impose a tax upon ALL other vehicles making use of the highways. But, inasmuch as there has been no direct decision upon this question, be the taxation constitutional or unconstitutional, we motorcyclists must accept, for the present, the imposition of the tax upon us. A reasonably low tax will not be considered objectionable.

In the third place, there should be a provision permitting a duly-registered resident of one State to use the roads of another State, provided suitable identification as to the home State of the visitor is exhibited. This courtesy should not be for all time, the seven days' limit, now provided for in the statutes of several States, being quite reasonable and just.

No doubt many believe that this courtesy shown to visiting motorists by sister States is only a poor substitute for a uniform Federal law. The answer to this is that the likelihood of there being a Federal enactment as to automobilists is very, very remote, owing to the difficulty which would attach to its enforcement. Further, there is opposition by the States, on the ground that while the expense of constructing and repairing roads falls on them, the revenues would go to the government. Then again, do the advocates of the Federal law consider the fact that offenders against the Federal law must be prosecuted by Federal authorities?

In the fourth place, there should be provisions regulating speed. A speed of thirty miles an hour would be reasonable in the country, while particular conditions should govern the speeds in different built-up localities. Then, again, there should be a clause to the effect that no greater speed should be attained at any place than is reasonable and proper, having regard to the traffic conditions and use of the highways, or so as not to endanger the life or limb of any person, or the safety of any property. It would be a wise plan to have as a part of this provision as to speeds a requirement that a motorcyclist should stop when signalled by persons in charge of restive horses or other animals.

In the fifth place, there should be a provision requiring lamps, horns or other means of signalling, and also brakes. In many States, at present, there is no differentiation made, as to these appurtenances, between the motorcyclist and the automobilist, such ridiculous conditions existing in some localities that the motorcyclist is compelled to use two large lamps "in the front," one red one "in the back" and two brakes, not to speak of the "signs" he must carry. One white light in front, visible at two hundred feet, one modern coaster brake and a horn should be the only requirements in this regard, while a provision should also be made for an efficient muffler.

In the sixth place, there should be a different rate of fines applying to motorcyclists than applies to automobilists. It is contrary to the spirit of all fairness that the owner of a seventy-five-dollar second-hand motorcycle should be fined as much for the infraction of a law, or ordinance, as the owner of a twelve-thousand-dollar automobile.

Last of all comes the question as to whether a law, if such a law should come to pass, should be a separate enactment, or part of the motor-vehicle law. The writer is strongly in favor of the latter, for this reason: It would put a stop to the infernal question as to whether the motorcycle is a true "motor-vehicle." In other words, having the motorcycle classed as a motor-vehicle, but subject to different conditions, would prevent over-zealous prosecutors from attempting to enforce against motorcyclists the provisions applying to automobilists. To prevent this would be a great step forward, since nine-tenths of the unjust legislation enforced against motorcyclists in this country arises from a mistaken interpretation of the words, "motor-vehicle."

A. COLLIER won the only motorcycle event on the programme at the opening meet at Brooklands, England, recently. The distance was about 8½ miles, and the winner averaged nearly seventy miles an hour.

A CCORDING to Motor Cycle, the English publication, the heaviest rider in the United Kingdom is W. F. Cross, of Sunderland, whose weight is 278 pounds, and who is six feet and one inch tall.



ments of the past was



M. J. GRAVES, NEW RECORD HOLDER.

the six hours-three days' race-two hours' riding being done each day.

H. Kohl, riding a local make of machine, beat the fast field of racing motorists in the first two-hour lap of the race, riding into what was then a world's record of 112 miles 2 laps. Graves, Ward, Baylock and Williams, riding powerful racing motors, were distanced by Kohl's Elk motor in a plugging contest.

M. J. Graves made good, however, in the short-distance dash, establishing a new mark for a mile against time, riding his fast Indian through the distance in 45 2/5 seconds. The former record was 46 4/5 seconds, made by Graves on the same track several weeks ago.

A third record was for the one-hour race, Ward riding into a new mark of 66 miles on his powerful N.S.U. motor. The belt-drive machine was working perfectly, and Ward rode his mount well, taking the laps at terrific speed, and riding a consistent race mile after mile.

There were seven entries in the two-hour grind, including Seymor, Graves, Knappe, Kohl, Baylock, Williams and Ward. The riders were permitted to change their mounts when desired. Kohl surprised the fans by riding a fast race from the start, plugging at a regular clip through many miles. Graves rode on three Indians and Ward changed his mount twice.

Ward on his N.S.U. and Graves on his Indian rode the miles at a terrific rate, and often lapped Kohl, but the frequent stops cost the fast riders many precious minutes and Kohl always kept his lead. Kohl finished a mile and a lap ahead of Ward, who was half a lap to the good of

At the end of the two-hour ride the score stood: Kohl (Elk), 112 miles 2 laps; Ward (N.S.U.), 111 miles ½ lap; Graves (Indian), 111 miles; Knappe (Indian), 69 miles 2 laps; Baylock (Indian) 81 miles 1 lap; Williams (Merkel), 12 miles 2 laps.

H. Ward, on his N.S.U., was in the lead at the end of the fourth hour. He rode 120 miles and 3 laps during the third and fourth hours, making his total for the four hours 232 miles and I lap.

The pace set Saturday was a little too fast for Kohl, who held the lead during the first two hours, and he was obliged to take second place. He rode 117 miles and 2 laps, and only stopped once, at the beginning of the fourth hour, for gasoline. Graves' distance for the third and fourth hours was 115 miles and 3 laps, and for the four hours 226 miles and 3 laps.

Ward set the steadiest pace of all and made each mile in a minute almost regularly. Near the end of the first hour he and Graves kept nearly together for several miles and neither seemed to be able to gain more than a few feet.

The first five miles was made by Graves in 4 minutes 63/5 seconds. At the end of the first hour Ward had ridden 61 miles and 1 lap; Kohl, 60 miles and 1 lap; Graves, 50 miles and 2 laps, and Knappe, 54 miles.

It was on the third day, however, that Graves proved his superiority. During the first hour's ride he covered 57 miles, establishing a new world's record for the 60 minutes. In the second hour he negotiated 571/2 miles. Graves also lowered the world's record for the 100 miles, covering the distance in 1 hour, 27 minutes, 49 seconds, beating Jake DeRosier's former record by 11 minutes, 10 seconds. Graves rode 3611/2 miles, or 100 miles farther than the winnning car in the automobile race held at Ascot Park,

May 31.

A. Ward finished second and made 117 miles, 2½ laps Sunday afternoon and a total of 350 miles for the six hours. Kohl was third and Knappe fourth.

Experts differ as to the rate of engine speed which most effectually reduces vibration and eliminates road shocks.

#### THE DELIGHTS OF MOTORCYCLING

Riding for Pleasure Versus Riding for Speed By ALFRED H. BARTSCH

H

OW many of us lead our lives without realization of the beauties of the world. We content ourselves with that overpowering ambition to secure position and wealth, and forget that our bodies need relaxation and

freedom, and our minds diversion and rest, in order to counteract the warping influence of business confinement. "All work and no play makes Johnny a dull

boy," is an axiom which I used many times to secure a holiday in the days of my youth. Even to-day, that saying is one of my best arguments when my friends inquire as to when my motorcycle ambition is likely to wear away.

I have bicycled thousands of miles, I have motorcycled far more, and yet each trip I take brings to light new scenes and produces new sensations, so that to-day I am almost tempted to say that, with the delights the motorcycle offers, my craving for week-end tours will never be satisfied.

I do not believe that there is any form of pleasure more satisfying to those who seek to rid themselves of cares and worriments
—whether business or social - than motorcycling. It brings on the necessary change of scene, takes one into the open air, whose exhilarating rush fills the lungs with pure oxygen and makes us forget our troubles, and that at a cost far below the real valuation of the

benefit derived? Can you ask for more than that? Should the above be read by any crank of the solitaire table I should not be surprised to receive a communication to the effect that I am slightly demented, that motorcycling at its best is fit for fool-hardy juveniles who know not the value of life and limb. Such assertions have been made, but generally by those who have never ridden or even understood the principles of a motorcycle. Yes, I have many times seen elderly and conservative business men who, years ago, were enthusiastic bicyclists, sniff at the motor-

cycle in scorn, but who, after being induced to just try, have fluttered back 25 years and are now thoroughly enjoying themselves, able, as they are without the slightest exertion, to get into close touch with nature.

Of course, whether motorcycling is to be a pleasure or not depends considerably on the motorcycle itself and the way it is ridden. In conversation with the

public, we are told that we are madmen, crazy enthusiasts, crimials, public nuisancesin fact, is there any abuse that has not been heaped upon our heads? Nevertheless, thank goodness, this public prejudice is on the wane; but we shall have to keep on preaching the gospel, so that the bubbling-over enthusiast will not bring our uplifting endeavors to naught. On the other hand, there are those who offer these objections: "The motorcycle shakes you up so; there's too much vibration; its so dirty and the strain is bad for the nerves."

Now, if your motorcycle is proportioned improperly, is not equipped with efficient spring forks, or the saddle is stiff and rigid, or the tires pumped too hard, you undoubtedly will receive a fairly good shaking up, especially if you are not aware that the proper way to ride is to hold vourself and bars any The way but rigid. pulsations of the motor,

pulsations of the motor, which cause vibration, will never reach the rider if the machine is properly proportioned and the motor hung correctly; and then, too, the inflation of the tires should be done with proper regard to one's personal feelings.

As for the dirt and the nervous strain, they always go together. "I take no man's dust," I've often heard asserted by a nervous wreck, who never allowed an auto or motorcycle to pass him without challenge. He bragged of wrecks and narrow escapes by the score, and he always returned home dirty, dusty and almost dead.



ALFRED H. BARTSCH.



These are the boys who are holding the sport back, who prevent the more conservative from accepting motorcycling as a real enjoyable pastime. But even they, in spite of their foolishness, will not be able to bring real disaster upon the sport.

Motorcycling has come to stay, that's positive. It frees you of dependence upon the regular forms of transportation. It enables you to be exclusive in the choice of companions. The fast and heavy twins will go, and in their stead we shall see the small, light machines, fitted with cushion frames and forks, with free engines and two speed gears, and the public in general will be motorcycling as thick as bees. "We take no man's dust" will be their watchword, but to this they will add, "because we refuse to follow it." That sentiment will insure the success of motorcycling.

I enjoy motorcycling simply because, when touring for enjoyment, speed is not the important factor. I go as far as I please and adapt myself to the conditions as I find them, taking as much time as may please my inclination. It's the wealth of scenery, the shady nooks and babbling brooks, the country dinners at the wayside inn, the after-dinner lounge under some inviting oak, that make motor-

cycling really enjoyable. Not how far or how fast, but how pretty the country, should be the point to consider when seeking the real worth of motorcycling. My trips never exceed 125 miles per day and generally they cover 60 to 75 miles. My companions seldom exceed four-not that I dislike club runs, for I don't, because there is to my mind no better sportsmen than a crowd of motorcyclists. However, whether riding with four or four hundred companions, I like the rear position, away back out of the dust, where I can watch the passing panorama, listen to the purr of my motor and forget business and the world. My pace is generally such that I can see both the road ahead and the scenery bordering upon it, and when Nature supplies an exceptionally beautiful spot, I dismount, smoke my pipe and rest. We make a mistake in riding simply to annihilate distance, rather than to break up mental cobwebs; if one wishes to tour just to cover milage, he might as well ride around a race track and be done with it. Instead, get a good, careful companion and a camera, be not bound by timetable or itinerary, skip the uninteresting localities with common sense bursts of speed, stop when you see something worth while and rest by the roadside whenever you feel like it. That's real motorcycling.

## ROAD DANGERS—HOW TO AVOID THEM—HORSES AND HOUNDS. By Gasolinius.

HE vagaries and uncertainties of the horse are well known to every experienced rider. I find that riders of to-day are far better qualified in this respect than were the pioneers, when every "hay motor" took it into its head to stand on its hind legs and try to do

an original buckdance to the tune of horn and muffler. Many a time does a knock-kneed specimen of the equine species do fool tricks of this Montana type, even in this present enlightened era. A horse to-day is not fit for harness if it has not been properly broken to motors, properly trained to the sound of even the dulcet cut-out and clarion horn. The horse is a beautiful domestic animal with four legs, one at each corner, but until it has learned the throttle and spark control of said legs, it cannot be an object of admiration. We have all met the critter with a long wheel-base and racing style of ears on a country by-road. To my intense, callous delight, be it said, I find that an important decision has just been given in England. A horse owner brought an action for damages against a motorist for the value of a horse killed in an accident. It appears that a motorist, as in duty bound by law, when meeting a horsed outfit, blew his horn, which, we are told, so frightened the animal that it fell after a short attempt at a Marathon record—and had to be killed because of the injuries it had received. The owner thereupon sued the motorist for the value of the horse, on the ground that the sounding of the horn constituted a public nuisance and caused the accident. For sheer impudence this reduces the orchestra to a mere whisper, as Shakespeare says! But the learned "wise and upright judge" upheld the motorist on the ground that "the blowing of a horn or the presence of a motor vehicle are not in themselves nuisances, in that both are accepted on the king's highway, and that any question of nuisance or of consequent damage, through the presence of a motor vehicle or the sounding of the aforesaid horn, must depend entirely upon the circumstances of the particular case." Good for John K. Bull of Pittsburg!

Still, I would not have liked to have been in that motorist's shoes at any period before that decision had been rendered. I take it that all that is required of the motorist is to do as all reasonably-minded drivers already do, and that is to sound the horn only sufficiently to attract the attention of the driver or person in charge of the horse. This having been done, there is no further need for sounding, and I presume that the case of a motorist who, in spite of the fact that the attention of the horse-driver had already been attracted, continued to blow his horn, although the horse was plainly alarmed thereby, would furnish a case where the motorist

would be liable for any damage which might be caused. We must, as a mere matter of road courtesy, take a fair-minded view of existing road conditions, where the new and the old methods of locomotion prevail.

One must, in consideration to other road users, and with regard to one's own personal safety, exercise care and do everything possible to avoid any chance of stigma being attached to our sport. It is necessary to join the line of traffic not only in a main road, but in coming into a main road out of a private drive. Many accidents have been caused in such situations, and it is well to utter a timely word of warning. Often a private drive is hidden from the sidewalk and one can hardly blame a pedestrian for not watching all the entrances he is passing. Where there is no sidewalk intervening between the drive and the roadway, even more caution is necessary, since other vehicles, fast and slow, may reasonably be expected to be coming along that roadway; moreover, they will be travelling at a much greater speed than the pedestrian on the sidewalk. To be suddenly confronted with a car or motorcycle shooting out from some obscure driveway can hardly be described as restful.

Did any one say dogs? I love dogs; but when on a motorcycle they endow me with some sort of personal magnetism which I have seen mentioned in advertisements. It is all right when a dog sits on a front-wheel spoke, you being prepared for it. Then the dog "kiyies" off the map at 2,500 r.p.m. on a brake test. But some dogs know better than this, and they can cause a right goodly mix-up, by my halidom (old English for carbureter). There is an evil-minded hound near my house who has a roving eye and a four-cylinder snort; he can accelerate to full speed in about ten yards and he has an experimental nature withal. Sometimes he tries to loop the loop in the back belt rim, and occasionally attempts to bite a chunk from the cylinder; but when he has succeeded in wrecking the whole caboodle and you leave the machine in the road to go and coax him with a twenty-inch pump-he is gone, and you return looking as cheap as a stock machine in a hillclimb. Occasionally I fill my pockets with rock to catch him by subtlety, but he is not to be caught—some fourth sense makes him shun me, though when I am unarmed he sticks to me like dust to a vaselined registration number. I apologized for nearly running over a dog which looked like a second-hand bootbrush only a year ago; the owner just looked at me reproachfully out of two 60-oglepower eyes-and I grovelled!

Oh, brother, by the beard of the Prophet, I conjure you to be careful and studiously to avoid the dangers of the horse, the hound and the houri!

# SOME OF THE PRINCIPAL MEN



H. MESINGER, Mesinger Mfg. Company.



WM. DAVIDSON, JR., Harley-Davidson Motor Company.



ARTHUR DAVIDSON, Harley-Davidson Motor Company.



EDWARD BUFFUM, Merkel-Light Motor Company.



W. T. MARSH, American Motor Company.



JAMES TURPIN, New Era Gas Engine Company.



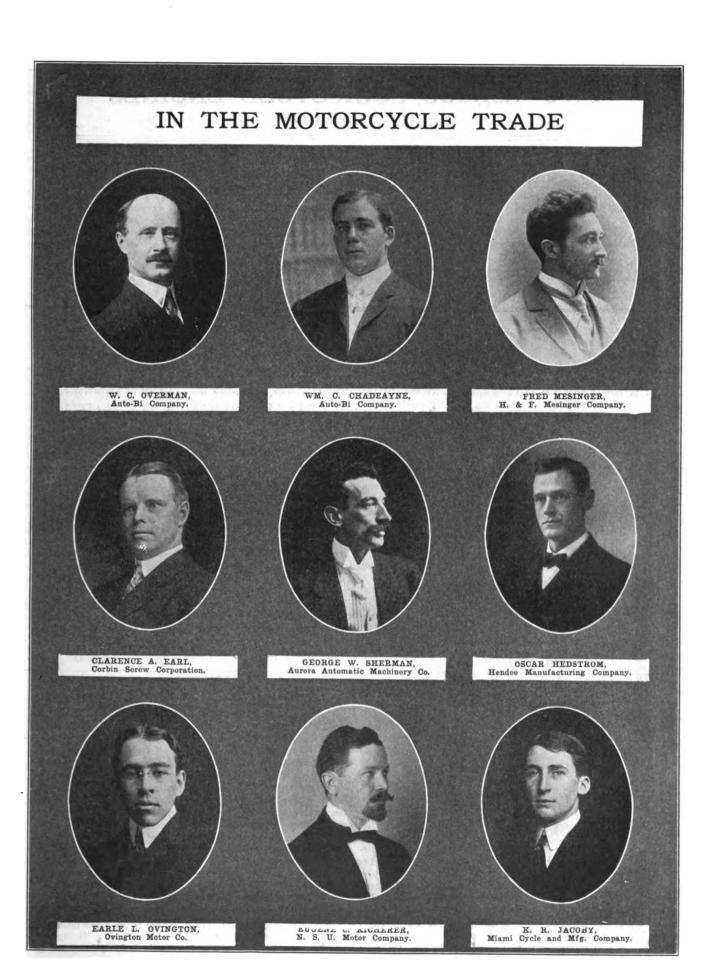
GEO. W. HORNECKER, Hornecker Motor Mfg. Co.



GEORGE M. HENDEE, Hendee Manufacturing Company.



JOSEPH MERKEL, Merkel-Light Motor Company.



#### TWO- VERSUS FOUR-CYCLE ENGINES

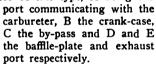
BY S. R. SAINT-HUBERT.



HE question as to the relative merits of the two-cycle and four-cycle motor for service on the two-wheeler is an interesting one, and while much has been learned about the four-cycle, first from the experiments of de Dion and Peugeot in France, and sub-

sequently by various builders in this country and England, comparatively little is known about the two-cycle. In fact, what is known has been derived from automobile practice, where water-cooling is used for the most part and air-cooling attempted in only two cases. As the conditions under which a motor operates in a motor-car are not analogous to those applying to a two-wheeler, except in certain cases, we have very little to go by and must work mostly on theory as to the suitability of the two-cycle motor to our purposes.

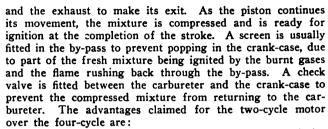
As many motorcyclists are familiar only with the four-cycle motor, a short explanation of the operation of the two-cycle engine will not be out of place. In the ordinary type, the motor is without valves communicating with the cylinder, ports for the admission and exhaustion of the gases being located at points near the extreme outward position of the piston, so as to be uncovered during the outward stroke. Instead of sending the mixture directly into the cylinder, as in a four-cylinder motor, the carbureter communicates with the crank-case of the motor and the charge is compressed therein on the outward stroke of the piston and enters on top of the piston through a by-pass at the proper time. Different from the four-cycle, the four essential operations of admission, expansion, firing and exhaustion are performed in one revolution of the crank-shaft instead of in two. The illustration shows a typical motor of this type, A being the



Since all the essential operations occur during a single revolution of the crank-shaft, every out-stroke of the piston is made under the impulse of the exploding charge in the combustion chamber. The ignited gas continues to expand, driving the piston outward until the exhaust port E begins to be uncovered. Exhaust then follows rapidly and is well under way when the inlet port at the end of the by-pass C is uncovered by the outwardly-moving piston. At the same time this occurs, the mixture is slightly compressed in the crank-case B and, on the opening of the inlet port, rushes into the combustion space, being deflected upward toward the head of the cylinder by a baffle-plate D, set in the head of the piston. The incoming of the mixture and the exhaustion of the burnt gases

of the last charge continue until the extreme end of the stroke. During the next in-stroke, until the closure of first the inlet and then the exhaust port, the mixture continues to flow in

B



A power stroke at every revolution of the crank-shaft for each cylinder, with twice the consequent power effect as compared with the four-cycle. This results in more even torque and smoother running.

Absence of valves communicating with the cylinder, with their accompanying push-rods, springs and camshafts. This makes for simplicity in construction and operation.

Less weight for a given horsepower. As the power effect of the two-cycle motor is considerably greater than that of the four-cycle, a smaller motor of the former type can be used in place of the comparatively heavier four-cycle for the same horsepower.

Some of these advantages are only theoretical, and show up very badly in practice. For instance, far from having twice the consequent power effect of the four, the two-cycle motor at its best has never been known to give more than 331/3 per cent. more power than a four of the same cylinder dimensions. The writer knows of no published tests of twocycle motors in competition with four-cycle motors where the makers were willing to have their figures and results examined. Neither will two-cycle motors run at the speeds necessary for service on the two-wheeler, from 600 to 700 revolutions per minute being the highest speed at which a full charge can be drawn into the combustion space. It is obvious that, from the point of view of speed, the two-cycle motor is of little use for motorcycle purposes.

As regards weight: Since a two-cycle motor of 3-inch bore by 3½-inch stroke will give 1.86 horse power at 800 revolutions per minute by Roberts' formula,\* the standard in motor

\*Robert's formula for horsepower is:  $\frac{D^{3} \times L \times N}{Hp. = \frac{D^{3} \times L \times N}{15,000}} \quad \text{for a two-cycle motor,}$   $\text{when } D = \text{bore in inches, } L = \text{the length of stroke in inches and } N = \text{the number of revolutions per minute.} \quad \text{For more than one cylinder the product is multiplied by the number of cylinders, as 2 for a two-cylinder motor.}$ 

practice, it is evident that such a motor will have less weight than a four-cycle motor of 31/4-inch bore by 31/2-inch stroke, which gives the same power at the same speed. Now, if the two-cycle motor could be run at 1,500 revolutions, it would be of advantage to use such a motor in preference to a fourcycle motor, but such are the limitations of construction and the inability to suck in gases, burn them and thoroughly expel them, that the motor could only run idle at that speed, and would stop as soon as any load was put on it. This has been found to be the case in automobile practice, where, at 1,500 revolutions, the charge drawn in is scarcely one-quarter strength of that at around 700. To get the proper speed from a motorcycle having a two-cycle motor, it would be necessary to have a large motor and less reduction to the drive, which, of course, means increase in weight over a four-cycle motor with regular reduction, which probably would result in a short-lived machine. The advantage of lightness in weight on the part of the two-cycle is here lost and only that of simplicity of parts remains.



15

If, however, the charge or mixture can be forced into the combustion space by means of a pump or injector, a higher speed may be attained. But by doing this weight is introduced, though probably not as much as the excess due to valves, casing, springs, etc., of the four over the two, and the simplicity of the two-cycle type is gone. There remains the advantage of more regular torque only, and unless some device is used to prevent the incoming mixture from going out through the exhaust port or to assist the burnt gases from the cylinder, the motor will not develop its full power, due to that inherent fault in all two-cycle motors, the inability to clear the chamber of the burnt gases rapidly and fully enough. And if such a device is fitted the two-cycle is as "complicated" as any four-cycle moter. Even with forced charging, speeds of 1,500 revolutions per minute are practically impossible.

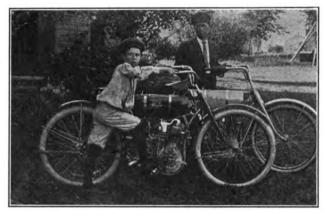
Another point with regard to weight is the means of cooling. If air-cooling is used there will be practically no increase in weight of the two over the four-cycle, even though the ribs are made longer, as is usually the case. Automobile experience has shown that dependence on the natural draught of air results in overheated motors, and fans are used wherever air-cooling is employed. It is true that the motor on a two-wheeler is in a more exposed position than that on a truck or car, but it is doubtful whether proper cooling could be gotten without a fan, even with the motor in the best position. The tendency to overheat on the part of the twocycle motor is due to the frequency of the explosions, one per revolution, as against two for the four-cycle. If water is used, cooling can be effectively secured, but at the expense of weight. In fact for a 3-h.p. motor, the weight of radiator, tank, piping, jacket and water will be close on 100 pounds. This is no weight to be lightly put on a motor-cycle and, while all right for a tri-car or side-car service, has, in the opinion of the writer, no place on the two-wheeler.

Unfortunately, economy is not a strong point with the two-cycle motor. Nearly twice as much mixture is burnt per minute, while the power is never more than one-third greater than that of a four of the same dimensions. The rider of a two-cycle motored machine will therefore be immensely handicapped in runs and reliability contests, unless special provision is made for such motors in future events. To cover the same distance as a machine fitted with a four, larger tanks must be provided, which increases the weight and correspondingly decreases the speed and ease of handling the machine. For roadster service, it is doubtful if the two-cycle motor will ever be used, at least in its present form. Equally so in racing or reliability contests, and this relegates it to the work of carrying heavy riders, commercial deliveries, or to being the plaything of experimenters.

There are motors which are as yet in the chrysalis stage, in which scavenging, or the clearing out of the burnt gases, is accomplished by a draught of air or spray of water. These, for the most part, have a separate cylinder for creating the draught or spray, and valves for regulating the admission and exhaust of the scavenging means. The increase in weight by the use of such devices naturally acts against their use for anything but commercial truck work, and certainly no one would add a separate cylinder and its mechanism to a motorcycle, particularly when the cylinder took away power from the motor in greater proportion than it added to it. For this reason, such scavenging motors are of no value to either the builder or user, and nothing further need be considered about them.

At present, therefore, it appears best to keep to the four-cycle motor with its valves, etc. If the two-cycle motor did what its sponsors claimed for it, it would be ideal for the two-wheeler, and the four would slowly go out. If it is used in the future, the two-cycle motor will have a water-cooled head, pump or injector feed, a means of quickly and thoroughly removing the burnt gases from the cylinder, and it will probably be used with a two-speed gear. Lubrication will be conducted in the same manner as with the four-cycle motor.

#### AN ELEVEN-YEAR-OLD RIDER.



MASTER WELTON KNARR, the youngest "Wagner" rider in the country, is but 11 years of age. He is riding one of the 3½ H.P. regular stock models. His father, W. H. Knarr, who is also shown in the photograph, is a rural letter-carrier in Beloit, Kan. He is an enthusiastic motorcyclist. The boy had learned to ride and handle his father's machine before he was ten years old.

claims the record so far as acrobatic feats are concerned. As evidence of this claim he is displaying a bald spot on the top of his head, where the hair was recently torn off. McGarvey was out on a trip. Somewhere north of the city his machine did not work right and he caught hold of a passing street car for a tow. Things went all right until the wheels struck a rut on the side of the track; then, McGarvey states, he went into the air at least thirty feet, landed on top of his head, spun around six times, as near as he could recollect, and finally turned a complete somersault and lay on the road in an effort to collect his thoughts.

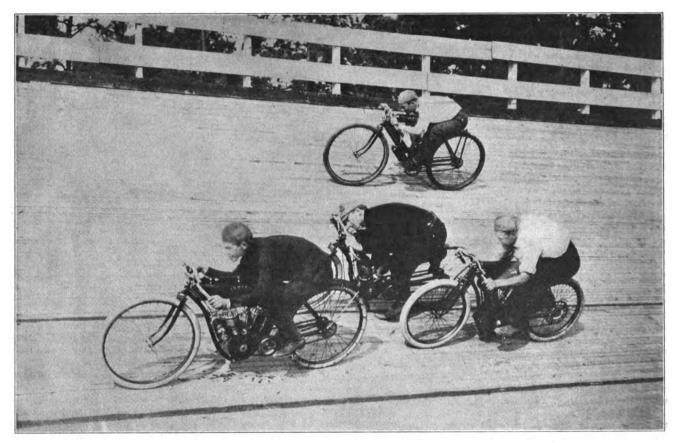
When he came to, the hair was torn off his head, his body was sore and bruised and his machine damaged. The street car men came to his side and offered assistance, but he declined. A farmer brought him to the city. A Chicago physician dressed his head and the machine is being repaired. McGarvey says that he has an entry in his diary, "champion acrobat of the world."

#### JUST ANOTHER PROSPECT.

THIS little fellow evidently has the right stuff in him, even though his limbs be too short to enable him to pedal up his engine. With the lengthening of his legs, his enthusiasm will undoubtedly grow, until the joys of motorcycling are within his reach. His name is William Bartels, of Erie, Pa., and he is mounted on his father's Greyhound.



### SPRINGFIELD TRACK VERY FAST



De Rosier, Hedstrom, Huyck and Gustafson Indulging in Speed Try-Outs.

ONTRARY to expectations, there was no racing on the new Springfield Stadium last Saturday afternoon. The date had been set for the opening of the three-lap, circular board track which Jack Prince has built there, but the weather man acted as

nas built there, but the weather man acted as queerly as to put a kibosh upon the eager expectations of several thousands who had wended thither to see records annihilated. That was not to be, for these reasons: It rained incessantly on Friday, and Jupiter Pluvius seemed to promise for all of Saturday a continuation of wetness. It was fine for the farmers, of course, but just the contrary for racing men. As a result, those who were telephoned to at Boston, Worcester, Providence and elsewhere, declared that, owing to the excessive precipitation, they could not come. That settled it, and accordingly the postponement, for one week, of the opening events, was announced by the promoters. By noon the sun was shining, and for the balance of the day the weather was ideal, but it was then too late to make possible

the running off of the program as originally outlined. Jake De Rosier, Walter Goerke, Fred Huyck and A. G. Chapple, together with a number of lesser lights, were present. Only Huyck and Chapple, however, donned their racing clothes and made a few circuits of the track. One of Huyck's miles was timed at 45 seconds—one of the timers had 44%. Chapple's best performance approximated 47. Earle L. Ovington, finding it absolutely necessary to get rid of his surplus enthusiasm, borrowed an Indian from a simon-pure private owner and, with all of his holiday habiliments, propelled a regular stock machine around the course in a fraction over a minute.

There was a goodly attendance, despite the uncertainties of the weather, and indications favor the success of the venture. The track is undoubtedly fast, and while it is not perfectly fitted for competition on the part of a large field of entrants, it is certain to be the scene of many record-breaking performances before the close of the racing season.

THE ten-mile handicap, at Brighton, Friday, was won by Stanley T. Kellogg on a Merkel. His time was 10.162-5. He was the scratch rider. Second was J. F. McLoughlin, N. S. U., with sixty seconds handicap, and third F. B. Decker, Indian, with 90 seconds handicap.

F. B. Decker, Indian, with 90 seconds handicap.

There were several mishaps in this race. Fred Voelker, on a seven h.-p. N. S. U., went through the fence on the eastern turn and was thrown. He was bruised slightly. Edward Seery, also riding a seven h.-p. N. S. U., received cuts and bruises in dashing off the track. A. G. Chappel, riding a five h.-p. Indian, was thrown at the end of the first mile when his front tire collapsed. He was stunned for a second. In the race Kellogg jumped into the lead and held it, taking the curves with daring.

TOPEKA, Kansas.—Now that the turmoil of fixing an age limit for automobile operators is over, and further changes are proposed in the automobile ordinance, the motorcyclists of Topeka have dashed into the limelight. They protest against being forced into complying with the drivers license section and turning over a dollar apiece to the automobilists. They will endeavor to reach what they deem a more equitable agreement with the council as to the payment of license fees. The indications point to their success in this endeavor.

Miami, Fla.—"Please renew my subscription. Am well pleased and would not do without it.

"J. W. HARPER."

## George W. Sherman Against the Proposed Rules

Editor Motorcycle Illustrated:

NOW that the committee appointed last year to revise the F. A. M. competition rules (or rather a minority of the committee) has finally completed its work, I sincerely hope that the M. I. will lend its assistance in the fight for a square deal to all, which the revised rules certainly do not give to any one. Although I am not sure that it is not a good name to apply to the would-be trade rider class, which it is proposed to create, perhaps you may not care to call it the "yellow dog class," but you ought to find some such name to properly describe it; no mild words will do.

It is pretty "hard lines," when a man is doing a certain line of work not connected with sport, that because of that fact, and no other, he is singled out and placed in the backyard or dog-house of the sport, which is where the new rules would place him. Now, I am engaged in promoting the sale of Thor motorcycles, and I have been engaged in the motorcycle business since the beginning. I think I have conducted myself as decently and as squarely as any man in any sport. I never received a dollar for competing anywhere, and I have never paid a cent to any one for the purpose. I have tried to help motorcycling in every fair and sportsmanlike way possible, and I certainly object to being forced into a freak, or what-is-it class, where I do not belong and where I have no wish to go, and which is absolutely un-American and contrary to the principles of fair play and a square deal. I object as strenuously to all employees of the Thor establishment being forced into such a class, simply because they happen to be earning their living by working for the Aurora company, and also I protest against such compulsion and unfairness to Thor agents, who will be similarly treated solely because they sell or repair Thor motorcycles. I don't believe the owners, employees or agents of many other motorcycle establishments will relish such treatment, but I use the word Thor merely to emphasize the meaning and effect of the revised F. A. M. rules. I have talked with enough men in the trade to know that I am not alone in my opinions.

I have a young son, who often reads the motorcycle papers and takes a lot of interest in motorcycle doings, and if ever he asks me what the revised rules mean I think I'd have to hang my head and change the subject; for if the rules mean anything they indicate either that the motorcycle business is repulsive, or that the men in it are a lower order of beings or sportsmen than men in other industries. In other words, to use slang, we are "bum sportsmen," an imputation which I resent as vigorously as words will permit. In fact, a careful reading of the rules does not convince me that they do not place even my boy and the sons of other men in the trade in the "trade rider" or "bum sport" class. They say that a private owner is "one who is not directly or indirectly connected with a person in the trade," and as my son is very directly connected with such a person, presumably he, just because he is the son of his father, falls in that distasteful class. Perhaps this is a too technical interpretation, and maybe the framers of the rule did not mean it that way; but that is what it says, anyway. Then again, maybe the framers were afraid that some dealer might lend his son or brother or brother-in-law a machine and the rule may mean what it says. Can you tell us its meaning?

But it's a fine rule(?). The men in the trade are not to be permitted to pick their company. Without so much as

with a "by your leave" they are to be kicked bag and baggage into the back-yard of sport and forced to mix with the bums and mugs of any other sport who may care to get up against them, but who really will be better than the men of the trade, for they (the bums) can ride as "private owners" and the private owners can't say a word against it. Think of "Kid" McSwinnegan, "Plug" McCarthy, "Battling" Boozem, "Young" Biffem and all the rest of the plug riders, who are from all amateur sports, riding as private owners and making professionals of every other private owner or trade rider who gets up against them. Think of the trade rider who doesn't want cash, and who values his amateur standing, being forced to become a professional in all sports simply because he will be forced to ride for cash or with cash takers. Oh! yes; those rules promote sportsmanship, but with a darned small "s," and to think that a private owner visiting Europe can ride for cash over there, while if he did it here he would be cast into the back-yard with the "bum sports." That's fine too.

What good will the revised rules do? How will they clean the sport? Will the "private owner" who is built that way hesitate to take cash or ride a machine "purchased" for a particular occasion any more than "amateurs" who have done the same thing. I don't think you, Mr. Editor, believe it any more than I do. If a man is unprincipled, changing his name won't change his principles. If any one wants to run races for private owners or trade riders, can't he do it under the present rules and without casting a reflection on any legitimate means of earning a livelihood, or forcing riders in other classes to meet men who will hurt their standing in other sports? Of course he can. What's the matter with the definitions amateur and professional? They fit in all other sports; why not What's the need for change; will it make men more honest? If so, how?

I truly feel more deeply on the subject of those rules than I can say in words. I believe the business in which I am engaged is respectable and the men in it as respectable as the men in any other business. I don't believe very many of them are "bum sportsmen." Not even by inference do I wish to be classed as one, and I believe most of the men who make, sell or repair motorcycles are of the same mind. I believe the real sportsmen who are not of the trade will agree with us, and more quickly since the revised rules "put it all over" them, too. I have my own ideas of the motives responsible for these rules. were selfish motives, but so cleverly worked that a few men had the wool pulled over their eyes.

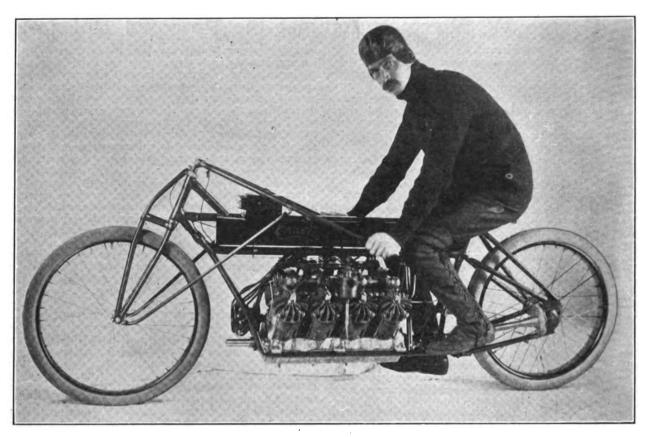
I was appointed a member of the rules committee, but as it held but one meeting (a thousand miles from here) during the whole year, I was unable to attend. ceedings of that meeting were held secret, and the first I knew of them was when I received a copy of the rules with a request to vote within twenty-four hours. The letter said there was no time to wait for the approval of the F. A. M. Perhaps this is the right way to do things, but I doubt it. I believe the F. A. M. will have a whole lot to say on the subject, and that every man who believes in a square deal and wants harmony in the organization will repudiate these rules and thus save private owners from being forced to become professionals, and permit the men in the trade to hold up their heads in any company. I shall be greatly disappointed if MOTORCYCLE ILLUSTRATED does not take this GEO. W. SHERMAN. view.

The speed of a machine is easily changed by moving the igniter cam backward or forward, depending upon the rider's desire to obtain higher or lower velocity.

Eagle Grove, Iowa.—"Sure thing. Here's the dollar. Like to paper very much. "L. W. WORTHINGTON." the paper very much.

Attalla, Ala.—"Please renew my subscription. MOTORCYCLE ILLUSTRATED is without doubt the best paper of its kind pub-"CHARLES P. SHAHAN." lished.

PUSH! If you can't push, PULL-if you can' pull, please get out of the way.-R. A. Pickens, in Sparks.



Glenn H. Curtiss, Now a "Bird," on His Famous Eight-Cylinder Machine.

#### CURTISS EARNING HONORS IN THE AERONAUTICAL FIELD.



LENN H. CURTISS, of Hammondsport, engine builder, motorcycle manufacturer, racer and aeronaut, is fast becoming famous throughout the entire world of science and sport. Curtiss is "making good" with his latest aeroplane. He finds flying to be as easy as travelling astride the saddle of a terrestrial thing like the motor-driven two-wheeler. The daily

papers abound in recitals of his wonderful exploits. Curtiss is about to leave for Europe, determined to bring back the international aeronautical championship prize.

Glenn H. Curtiss' sudden leap to the front of the stage as an aviator has been the talk of the last week both here and in Europe. While it is true that Curtiss' present records do not come up to those of the Wrights and perhaps a half dozen other men in Europe, there are certain elements of promise in the man and his machine which have led many experts to predict that he will hold a place in the first rank before the summer is over, says the New York Herald.

Fundamentally he possesses all of the requisites for a successful aviator. He is active, cool-headed, has an abundance of nerve without foolhardiness, and thoroughly understands the machine he is operating. Another point in his favor is that he is a builder of gasoline engines, and the engine is the heart of the heavier-than-air flying machine.

THERE is a tendency abroad to lighten machines at the expense of the tank, reducing its capacity. While light-weight machines are undoubtedly in big demand, this method of seeking to satisfy it ought not to be imitated in this country. It is hardly likely that it would be popular. The capacity of the gasoline tank should be sufficient to carry the rider an even hundred miles.

Of all the aeroplanes here or abroad that have made good records, perhaps none has shown such uniformly good behavior or received so much popular praise and admiration as the Curtiss machine. Others have flown further, a few have flown faster, but none of them has flown so promptly and in such a businesslike manner as the Gold Bug. The machine itself gives one the impression of a very spirited little pony, as compared with the larger and more cumbersome machines of the Wright model. It is well poised on its wheels, is neatly and compactly built in every spot and looks as though it were made to fly, and fly swiftly.

When it is ready to go there is no delay, no tiresome tuning up or tinkering with the motor and no laborious lifting of weights and adjustments of starting rail. Curtiss merely steps into the machine, starts the motor, and in less than five seconds the machine is in the air. Ordinarily it runs on the ground about two hundred feet, or until it has gained a velocity of about twenty-six miles an hour, when the operator tilts the forward rudder a few degrees so as to catch the air, and the machine rises instantly.

It is that easy fashion of getting off the ground that has caught the admiration of those who have seen the Curtiss machine and led them to the conclusion that it more nearly approached a practical flying machine than anything yet produced.

A MONG the most likely causes of loss of power are lack of proper compression, loose piston rings, choked carbureter or feed pipe, a fault in the ignition system and weakened valve springs.

An Index to Advertisers will be found on page 37 of this issue.

#### COMMITTEE MEN RETORT

To Our Fellow Members of the F. A. M. and Others Interested in the Sport of Motorcycling

IN the Bicycling World of July 17th there appeared two articles about the "Yellow Dog Class" and "Would Professionalize All." As both of these articles bear upon the work done by the Committee to Revise the F. A. M. Competition Rules, and as the articles referred to are misleading and false in almost every particular, we, the undersigned, all being present at the meeting of the committee at which the proposed F. A. M. Competition Rules were outlined, deem it right and just to make the following facts known to the F. A. M. membership at large and others interested in the sport of motorcycling, in order to counteract the effect of the grossly misleading articles referred to, and to prove that the confidence placed in us by our election as members of the committee has not been misplaced.

- (a) No effort is being made to "blast amateurism"; in fact, vigorous efforts are being made to cleanse amateurism, as applied to motorcycle competition in America. Our proposed definition of a private owner is the ideal definition of the amateur motorcycle rider. Under the present rules most of the so-called "amateurs" are nothing more than trade riders who are paid salaries and bonuses for riding. In our opinion it is not fair to put in open competition the trade rider, with the almost unlimited facilities of a large factory behind him, and the real private owner who pays for his mount, pays his own expenses, and who foots his own repair and replacement bills. In an effort to give the bona fide amateur real protection, instead of the almost entire lack of protection he obtains under the existing rules, we have established the Private Owner Class, and defined the private owner in such a manner that no rider other than the pure amateur can possibly be put in this class.
- (b) The articles in the Bicycling World speak of our Trade Rider class as the "Yellow Dog Class," and further state that we brand them in this class "as sportsmen who not only do not ring true, but who cannot ring true." This is absolutely false. There is no disgrace in belonging to the motorcycling trade; in fact, the undersigned, who are in the trade, are rather proud of it than otherwise. In establishing the Trade Rider class we have simply put those motorcycle competitors together who are given outside assistance, and who rightfully should not be allowed to compete with the private owner who has not the benefit of such assistance. The very fact that the world's records are in every case held by acknowledged trade riders goes a long way to prove the great advantages the trade rider has over the private owner.
- (c) The articles referred to lead the reader to believe that every employee in the motorcycling or the motor vehicle trade is necessarily a trade rider and will always remain so. Attention is called to the sentences in the proposed rules as follows: "A private owner is one who has never competed in motorcycle competition as a trade rider," and "a trade rider is one who is connected with the motorcycle trade." It will be seen that a man may be vitally and prominently connected with the trade, and later, after leaving the trade, he may, if while in the trade he never competed in motorcycle competition, compete as a private owner. On the other hand, if he has ever competed as a trade rider he is thereafter in the trade rider class. And it is right and intended that he should be, for he has gained an advantage over the private owner by his connection with the trade, and it is not fair and just to force the private owner to compete against such odds.
- (d) The aforementioned articles stated that in order that a majority of the committee might be present two outsiders were "rung in" at the last moment. This statement has no foundation in fact. Two hours before the meeting, and before there was any idea as to how many members of the committee would be present, letters were produced by two F. A. M. members authorizing them to act in the place of previously appointed members who could not be present. President Ovington, in whose hands the appointment of the committee has been placed, and after being appealed to by the chairman of the committee, appointed the authorized representatives to serve in the place of the absentees.
- (e) It is true that by a vote of the committee secrecy was maintained as to what was done at the first meeting. This was done for the common good, as the committee did not wish the press to discuss its plans until the plans were decided upon and in shape for presentation. When this time arrived, after the completion of the rules, copies were mailed to the two members of the committee connected with the motorcycle press. No breach of parliamentary practise was made in maintaining secrecy in the early stages of the work, as this procedure is one often adopted by deliberative assemblies.
- (f) Under the existing rules it is practically impossible to allow our riders to compete abroad without being professionalized. The United States, like other nations, should be affiliated internationally. The proposed rules have provided for this, and under them our riders can show the world that the American motorcycle and the American motorcyclist is second to none of other nations.
- (g) The Bicycling World articles state that one of the members of the committee came to the hotel where the meeting was held and could not find the meeting. The facts are these: The meeting was called for 10 A. M., and the members present waited one hour and fifteen minutes in the lobby, i. e., until 11:15 A. M.) of the hotel before the meeting was called to order. While the meeting was in progress no less than four persons found the place of meeting without any difficulty whatever. If four other parties found the room in which the meeting was held, why couldn't the member who claims he was "shut out"? All he had to do was to ask at the hotel desk, where specific directions were left as to the place and character of the meeting.
  - (h) One of the articles insinuates that the New York Motorcycle Club as a body disapproved of the proposed changes.



This is untrue. An effort was made to force the members of the club to make such a resolution, but when the motion to adjourn to stop the discussion was introduced it was carried by a large majority of the assembled members.

- (i) As to the status of the F. A. M. members in the eyes of other sports-governing bodies, the proposed rules create no different state of affairs than exists to-day in the automobile, yachting and similar fields of outdoor sport and recreation. Our rules do not establish a precedent, but rather follow that which has gone before in sports older than the sport of motorcycling.
- (j) The articles referred to state that an effort is being made to "railroad" the new rules through. In order to show that this is not the case the committee has decided to present the rules proposed at the annual meeting at Indianapolis and put it to the vote of the members present as to whether they should be adopted or not. The undersigned believe the new rules far superior to the old, since they offer protection to the bona fide amateur (the private owner), and instead of being afraid of the limelight and opposition they welcome it. And when the members have the whole matter put before them at Indianapolis, where unfair criticism and misleading statements will not be tolerated, the committee have no doubt as to what the verdict will be.

Considering the articles in the Bicycling World as a whole, the undersigned do not hesitate in saying that these articles are misleading and contain many statements that are absolutely false. They criticise unfairly the work which has been passed by a majority of the committee chosen by the F. A. M. to revise the old rules, and a committee composed of fifteer of the representative men interested in the sport of motorcycling in America.

(Signed)

W. F. REMPPIS,

Chairman of Committee for Revision of F. A. M. Rules. EARLE L. OVINGTON, President of the F. A. M. GEORGE M. HENDEE, Springfield, Mass.

DR. J. P. THORNLEY,

Chairman of the F. A. M. Competition Committee. STANLEY T. KELLOGG, New York City. EDWARD BUFFUM, Pottstown, Pa.

[Note.—All of the above were present at the meeting of the committee when the proposed rules were outlined.]

#### DEATH OF GEORGE T. ROBIE, OF THE EXCELSIOR SUPPLY COMPANY.

CEORGE T. ROBIE, president and founder of the Excelsior Supply Company, and one of the leading business men of Chicago, died at the Chicago Hospital early Sunday morning. the 18.

Mr. Robie became ill late in the week, and last Saturday night it was found that an operation for appendicitis would be necessary. He was immediately removed from the Hotel Windemere to the hospital, where the operation was performed. Owing to the advanced stage of the trouble, Mr. Robie was unable to survive, and passed away early Sunday morning.

Mr. Robie was born in Walworth, N. Y., March 26, 1853, and came to Chicago at the age of twenty. In 1876 he established the Excelsior Supply Co., and soon became the leading dealer in sewing machine supplies and equipment. When the bicycle became prominent Mr. Robie took on bicycle supplies, and in a short time became the leader in that line. Following his policy of aggressiveness, as soon as the automobile became an established element, the Excelsior company assumed the same position in the automobile supply business that it had previously held in the line of sewing machines and bicycle supplies.

The latest addition to the Excelsior line is the Excelsior auto-cycle, which was placed on the market about a year and

a half ago. While Mr. George T. Robie has assumed no active control in the development of this product, he has been deeply interested therein, and took great pride in the remarkable success of that machine. Mr. Robie retired from active business some time ago, and has devoted considerable time to touring and to his many club and society affiliations.

Mr. Robie held a prominent position in the National Association of Manufacturers and in the Chicago Association of Commerce. He was one of those who made the recent trip to Seattle. He was a member of the Union League, Chicago Athletic, South Shore, and Chicago Automobile clubs. Mr. Robie was a member of the Englewood Blue Lodge, Normal Park Chapter, Imperial Council, Englewood Commandery, Oriental Consistory, and Medinah Temple. He leaves a widow and one son, Fred C. Robie, who has for some time been the working head of the Excelsior Supply Co.

Mr. Robie, who was a firm believer in organization, had gathered about him a group of department managers who worked together with mechanical precision, and his various interests will be well conserved despite a universal feeling of sorrow over the loss of a dear friend. This Mr. Robie was to all his employees; always approachable, always ready with a smile and kind word, lenient with those who were delinquent at times, and ready with sincere approbation for those who merited it.



A Few of the Members of the Portland, Ore., Motorcycle Club.



### MOTORCYCLE ILLUSTRATED

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L. H. CORNISH - - - - - Advertising

#### OUR FEDERATION SPECIAL.

SOUNDS like a railway ad.—Federation Special. But it's not; 'tis merely the musical title selected by us to mark our August I issue, this issue. As we so often say, the publisher may not stand still. He may produce ever so good a paper, maintaining a high level of quality, issue after issue; but if he fails, from time to time, to get out a big number, folks think, believe or feel that he's falling off, going behind. So, in spite of the dog days, the F. A. M. Annual affording the opportunity, we bent to the task, and fired a lot of grapeshot all over the country—with this result.

This issue of Motorcycle Illustrated is the largest, by far the largest exclusive motorcycle paper ever printed, and being that, it is vastly significant. Our 1908 August I issue had seventeen pages of advertising. This issue has forty-six. Quite a growth, eh? And it means one thing above all others. It is a faithful index of the growth of the motorcycle trade. People don't place advertising for love. They use printers ink because they need it, because they can pay for it, and because it will pay them. This being the case, it may be accepted as axiomatic that the growth of motorcycling within the past year is as 45 to 17, about 160 per cent. We believe that, if the figures were obtainable, at least this per cent. of increase would be shown.

A N anxious correspondent, just recovered from an involuntary encounter with a mongrel, writes for advice as to how to meet one of this species of quadrupeds. He wishes to know whether he should shut off power, or open up his throttle wide with a determination to converting the obstruction into sausage meat. This is a most important problem and, for the good of the sport, it ought to be solved. But how? If a equal the toughness of his dogship, b the distance between him and the oncoming machine, and x (unknown), the decision of the rider, what shall be our equation? How are we to learn whether the solution be a sudden stop or swerve, inviting a spill, or increased power straight ahead, all the aforesaid canine's obstinacy to the contrary notwithstanding? In any event, we hope the manner in which we have put the problem will assist some of our ingenious readers to supply our inquiring friend with a satisfactory answer.

MR. GEORGE SHERMAN, not to know whom is to acknowledge oneself unknown, is "dead set" against the new rules. He says it in this issue. We gladly print his letter. We do not agree with it in many particulars; but we will refrain from discussing it in print. The Indianapolis meet is not a week off and the matter will be fully and perhaps painfully discussed on the floor of the convention. So we pass it up except as to one point. It was hardly necessary for Mr. Sherman to hope that MOTORCYCLE ILLUSTRATED will be found on the side of the "square deal." The aspiration is and was superfluous. MOTORCYCLE ILLUSTRATED don't know any other kind of a deal but the "square deal." In this case of re-classification, however, the problem is: What is the square deal? And a knotty problem it is, too. One man may hold one view, another man a totally different vitw, but both may be and probably are honest in their opinions. Our own position is that so much mis-information and venom have been expended on the entire proposition that it would require ten pages of this paper to outline the refutations, objections, views, etc., that casually occur to us. As only about fifteen per cent. of our readers consider the question a vital one, we decline to use these ten pages for elucidation or perhaps for the sowing of still more density. Indianapolis will tell

have worshipped at the shrine of an antiquated classification for many a year and we dearly love the gods of our own designing. What matters it what our prayers have been unanswered? What care we if our state has grown from bad to worse? What difference does it make that our faith be built upon the sands of faulty premises? Did we not build it, and isn't that sufficient reason why all others should accept it forever? Why break up our fond illusions, ye inconoclasts? What moots it even though ye be more nearly right than we, if what ye propose is different? We have become attached to our beliefs of ancient lineage, and we simply cannot desert them. Don't disturb us for, even though we know we are wrong, it would hurt us sorely to be forced to make a change."

This is the plea what is about to be carried from New York to Indianapolis, to be bathed in tears on the floor of the convention. Be on your guard, those of you who are sentimental and subject to the influence of men whose strength lies in their very weakness. Be aware of the fact that they will resort to the threadbare but sometimes still powerful expedient of playing upon the chords of human emotion, in order to achieve their ends.

HEW! The boys in this business are getting fore-handed. One firm, new in this business, announces that it will have a 1910 model at the F. A. M. meet, while one of the old stand-by concerns writes: "Reserve us a half page in your August 1st issue for a description of our 1910 model." Another maker of repute, we are authoritatively informed—one who has been in a frenzied state of "behind orders" much of this year—has already closed all his 1910 contracts for material and such fitments as he himself does not make. This policy of making ready long before cannot be too highly commended. It spells comfort and coolness for the factory and office staff, and bigger profits for the bosses or stockholders. Men who are constitutionally inclined to procrastinate will please sit up and take notice.

THE total advertising in this paper, May, June and July. 1908, compared with the same period of last year, shows an increase of 300 per cent. In publishing, that is quite phenomenal. The expenses have increased in about the same proportion. That's quite sad. But inasmuch as they have gone towards improving the paper and trebling its circulation, we are satisfied.



#### THE PROPOSED NEW RULES

Some Snapshots at Them From Various Viewpoints



THE veiled hints about self interest are aimed at the man whose company has played so large a part in motorcycle racing. It is true that no direct charge has been made against him either verbally or in print; but all the gossip points his way. Charges of this sort, whether made in public or in private, whether stated openly or merely insinuated, are baseless, and to those who know, disgusting. At the committee meeting this gentleman displayed a deep and broad knowledge of the ethics and practices of motorcycle racing and of other sports. He himself has been engaged in and has been a close observer of several kinds of sport for over twenty years. He was himself once a champion, and his career was a varied one. Throughout it all, however, no one ever hinted that he was a dishonest sportsman, though in his day the temptations were many. Those who know him best would never dream of such a thing for a moment. Even his bitterest enemies to-day (as a matter of fact he has no bitter enemies and absolutely no personal enemies. But of course, naturally, there are trade jealousies) not one of them could say that he was ever otherwise than always above-board. At the meeting in question he impressed every one who heard him with one idea; and that was a sincere desire to do everything in his power to create a set of rules which would be fair to all competitors, and which would make for the betterment and the expansion of motorcycling He knows very well that motorcycle racing will attract the public in constantly increasing numbers if it is properly conducted, and that it will therefore be a potent factor in developing motorcycle riders. On the contrary he also knows equally well that one-sided sport, dishonest sport, or mismanaged sport will soon fall of its own weight, will fail to interest the public and will, in fact, be an absolute failure. As he has without doubt the largest personal investment in motorcycling of any man in this country, it is fair to assume that he is anxious that the best possible rules be evoked. Any other view of his position or of his actions is beneath discussion.

Any person who could have attended the formal meetings of the committee, or who could have listened to the discussion on the "new rules" which cropped up whenever two or more members of the committee met, could not but believe that each man was actuated by honest motives, that the aim of each was to finally evolute à set of rules which would be simple, easily workable and which would, above all, meet present conditions and put each man in the class to which he properly belongs. Any person who believes, either from hearsey, or grapevine telegraph, or from prejudiced print that self interest, hypocrisy, or anything of that kind is at the basis of the proposed new classifications has been altogether led astray.

There is no hubbub, friction, fighting and contention in yachting on the question of amateur versus professional. When they want to have a simon pure event they simply announce that a boat will be manned by a crew of amateurs—that is, men who are not paid to sail boats or to operate them. In horse racing it is just the same. In this you have your paid jockey, who rides to orders; but occasionally there is an event for "gentlemen riders;" and these are the least interesting events of all. In automobiling they don't bother about these distinctions; but when they want variety they run an occasional event for "owners." It is only in athletics, bicycle racing and in motorcycling that this question has arisen. The result has been a fight lasting from 1853, since the question first became an issue, up to this very moment; and while conditions are rottener

now than they ever were, the fight is fiercer than it ever was. In the old days the true amateur was a man of leisure who could afford to hire a trainer, and who could pay his own expenses anywhere he chose to go. This is the man who put up the fight against the other class of amateur. But this true "gentleman amateur" has ceased to exist, except in the dub class.

The title of amateur has always had and to-day has a certain commercial value. In all sports a trade man would rather have an amateur working for him than the best professional extant. This is because the public is led to believe that the amateur is a gentleman sportsman, who pays his own way and who serves no particular interest. If he happens to be a motorcyclist and is riding, let us say the Arial motorcycle, the public thinks he has selected the Arial because he believes it to be the best machine; and, says the public, he, being an expert, ought to know. It is for this season that the crackajack amateur has more trade value than the professional, and, there, fore, no matter what rules are passed in Indianapolis, we will continue to find the crack amateur secretly bribed. Men in trade will figure out: "If Jones does it, why should not I?" As for the rider himself, he is naturally tempted by the money offered him. But if we threw away the title amateur we would remove this temptation. Therefore, why not be logical and throw it away?

Some folks are weeping because the adoption of a trade rider class might fracture our relations with the A. A. U. and perhaps other bodies. Well, what if it should? The A. A. U. is an historical, highly respectable but moribund body. Within a fortnight we have been informed by a man who has made athletics a life study that most of the star performers in the A. A. U. receive cash for appearing at meets. We do not mean travelling expenses, for that is allowed by the A. A. U. rules. We mean a fixed, lump sum for going to a meet and competing at it, the sums depending entirely on the ability of the performer to increase the "gate." The same authority stated that the authorities of the A. A. U. knew all about this but had never taken any action.

The ideal class is one class, the prizes to be cash, trophies of whatever you will. That would eliminate all discussion. It would then remain for the promoter to arrange an interesting programme. A schedule of events somewhat like the following, but, of course, capable of many variations, would give each man a fair show. For instance, a race for men who have never won a prize; for club men; for men living within 25, 50 or 100 miles of the track; for men who have never beaten a minute for a mile; or done 25, 40 or 50 miles in the hour; for men who have never beaten 45 seconds for the mile; for non-trade riders, etc., etc., ad infinitum.

An idealist writes us: The dearest possession of the sportsman of today is his status as an amateur. Pardon us, but this has long ceased to be the truth. The dearest possession and chief stock in trade of the amateur of to-day is the opportunity his purity title gives him to secretly hold up manufacturers for money, machines, etc.; and when the sport still further develops he will hold up the promoter and demand appearance money. Almost all the big guns in athletics are doing this to-day. You can't eat your cake and still have it. A man can't ride for a salary and still be classed with the man who don't.

Reverting to the term "hired man," used in "new rules" discussion. We mean the term to have an honest ring. In

the finality we're all hired men. One man is "bossed" by a boss. But the boss is bossed by the owners, and the owners are bossed by the banks, by the public, by change of fashion, by panics, by scores of things. The hired man who is most hired is the head man. The point we wanted to make clear is that the gods laugh when they see a man who paid to ride kicking up his heels and strutting about and posing as a Simon Pure.

All decent motorcycle manufacturers are anxious to have the matter settled so that they will no longer be in a position which compels them to bribe capable amateurs. They feel the hypocrisy of the thing; and most of them don't want to be hypocrites. But you say: "Why do they do it?" Simply because track and road victories are extremely valuable advertising just now. Their competitors do it and they are compelled to follow suit. To the majority of them the practice is wholly and altogether distasteful.

A certain important personage, who is also a member of the committee, stated that he was only ten minutes late at the now historic Astor Hotel meeting. The meeting was called for 10 a. m.; but the members waited in the corridors of the Astor Hotel until after 11 o'clock. A representative of MOTORCYCLE ILLUSTRATED called at the hotel after 11 o'clock and they were still in the corridors. They were still waiting for this member, hoping to have his views personally and verbally, and not in print. But it was not to be.

The statement that the Competition Committee would "jam through" the rules is an untruth. The committee will simply submit its work to the F. A. M. convention and say: "This is the best we can do. It is for you to amend, or reject, or do anything whatsoever you will." This was and this continues to be the only way. The committee has the absolute power to hand the rules to the chairman of Competition Committee and compel him to operate them: but they chose the other way, notwithstanding all talk of Tammany Hall methods to the contrary.

Some of the men—a very few, be it said to the credit of human nature—who are calling for protection for the pure amateur, are at this very moment trying to bribe certain Simon Pures to ride their machines. And we don't blame them either. For it's the custom, It's all in the day's work. But the hypocrisy of the thing, the call for amateur protection while they are themselves undermining it, that is simply appalling, even to a half honest man.

At present we have a class of racing men who ride for cash. In one case the cash comes from a maker and in the other it comes from the promoter. But both ride for money; it is merely a difference of employers. So why

CURTISS flies his wonderful aeroplane for a whole week, fies easily, gracefully and with perfect control. Then, on a Monday, a pupil takes it up and it comes down suddenly, a wreck. After all, in most things in this world, it's the man who knows how that counts. In the old days, when one knew how exceeding well, they referred to him as the "man who can." This afterwards became ken, and finally king; and at one time a king was a man who could. Thus Curtiss is a King of the Air.

W E note with regret the death of Mr. George T. Robie, founder of the Excelsior Supply Company. He was a gentleman, brainy and broad; a man of dignity and ability.

The F. A. M. is upward of 3.000 strong. Let us have, at Indianapolis, a representation of at least 25 per cent. That would make an even 750, insure an interesting endurance run, exciting races. a fine convention and adequate enjoyment of all the opportunities for social intercourse.

shed tears, if both are grouped together. We assure you it's not worth while. The men themselves do not care as long as they continue to make a "good thing" out of it.

If a man makes it his sole business to race for a manufacturer on a salary basis he ought not to be any more ashamed of it than is any other honest workman who is paid for his labor. On the contrary, he ought to be proud of it. He need not be a "yellow dog" or any other sort of a dog. This dog suggestion, bye-the-bye, itself suggests rabies; and in this hot weather, too.

When a club takes a man of great ability, as the New York Athletic Club and other athletic bodies have done since time immemorial, and feeds him, and gives him lodging, and a trainer, and a good "job," and sends him around the country, does that man remain a Simon Pure? Certainly not. He also is a hired man, and nothing else.

A certain important personage, who is also a member of the committee, stated that he could not find the committee in session at the Astor Hotel, though they were there when he was there. If he could not find the committee, how can he ever hope to believe that he has found the panacea for all our present ills.

No man has written to us to say that our discussions of the classifications have been "masterly productions." But to balance that, no half dozen men have said, "They are beneath contempt. The personal tone they take on is at once deplorable and unpardonable."

It certainly implies a tremendous amount of courage in the one man who is shouting up to the blue vault: "I alone am right." Most of the men went at the work of reconstruction after prayer and fasting, so to speak.

If a man who is a great athlete is fed, lodged and has his expenses paid from meet to meet is he an amateur? No, he is simply a hired man; so why weep over him.

It is altogether too bad that the proposed changes could not be discussed cooly, philosophically; not with heat, or from the standpoint of blind, personal hatred.

Motorcycle racing is not an athletic sport. It's the machine a whole lot and the man very little.

In any event Mr. Dwight Patterson and Master George W. Sherman, Jr., must not be sacrificed.

The true definition of the genuine amateur to-day in all athletic sports is: A man who performs poorly.

For our part give us the out-and-out "pro," providing he is an honest "pro."

Ovington! Remppis! It's like flaunting a red flag at a bull.

YOU who meet at Indianapolis to consider the new rules are to forget blind prejudice, personal bigotry, malice. What you have to do is to listen, discuss and decide. Look for logic; look for the practical. Don't expect a rule that will ideally fit every case. There is none, nor ever will be. Vote for that classification which is practical, which serves the majority; and don't be too confounded sentimental.

A SENSIBLE Talk to Dealers is printed in this issue. It's good; deals with facts. The point made is that dealers start in too late and let up too soon. And the point is well taken.

The F. A. M. is not incorporated. Vote to do so at Indianapolis. Its counsel informs us that it will cost only \$13. At present each member of the F. A. M. is legally responsible for any and all of its liabilities. That is not a wise or entirely comfortable situation.

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#### Tips and Topics—By the Veteran



WAS recently asked the reason for the almost universal fitting of the spark plug over the inlet valve. In many early patterns we had the plug fitted in the center of the cylinder, but now the position over the inlet valve is almost standard. Theory, which

scems to be borne out by actual practice, teaches us that we get better running results when the plug is in this position. Theoretically, it is apparent that when the plug is fitted over the exhaust valve, the spark must occur in more or less dead gas, thus causing the ignition to be retarded. Again, there is danger of the plug points overheating. The universal adoption of a plug position over the inlet valve is based upon these two theories: The incoming mixture, being pure, is more likely to fire at once, and thus cause a more complete combustion of gas. Again, the incoming mixture tends to keep the plug cooler and this, of course, minimizes the chance of the plug points becoming incandescent, causing premature ignition.

ON twin-cylinder design.—Recently the "pleasure" has been afforded me of pulling to pieces four well-known twincylinder engines, two of 1908 design, and two 1909 models. The most noticeable fault, common with all these "speedsters," was that the bearings of the engines seemed totally inadequate for the work they had to do. The big ends on a crank pin of almost the same size as that of a single-cylinder model, are much too short and, strange though it may seem, the centres of these, on three of the four machines, are not anywhere near in line with the centers of the wrist pin bushings. This gives one the impression that there is a very good chance of a "jam" occurring some unhappy day in the future. Surely, were the makers to slightly widen the crank case, this would not tend to make the machine look at all unsightly. Then, one connecting rod could be made of fork shape, and could pass on either side of the other, giving it two bushes. This design would not be complicated and would certainly tend to bring the big end bushes central with those of the wrist pins, and thus effect the desired end. Again, the balancing of pistons seems to be a matter of guesswork nowadays. The fastening of the wrist pins was well attended to in three of the four motorcycles, but only one was fitted with light pistons, the others having pistons of far too great weight and solidity. The crank pins, too, should have been locked in some way; only one manufacturer attended to this; two of the others had attempted it, but the crank pins were slightly loose. However, I must confess a liking for twins (twin cylinders, I mean), for even in an imperfect presentday twin there is a charming smoothness of action, great flexibility, with a power to "pick up" on hills that delights the soul.

HIGHWAY masonry.—"Many a time and oft" have I been tinkering, by the roadside, and have had good Samaritans stop and proffer aid. This has doubtless happened to all of us at times, and even though we may not need help from the expert, it is good to feel that a brother extends his sympathy—whether he be car driver or motorcyclist matters not. Perhaps it is the "touch of nature that makes the whole world kin" which causes us to feel thankful for the kindly act. Road courtesy is a great thing, and should be cultivated—not to the extreme of officiousness, however. Sometimes kindly meant actions back-fire upon the Samaritan.

A "TROUBLE" diagnosis.—A friend brought me a "sick" machine recently. It was of battery ignition and had developed a bad misfire. The plug sparked merrily enough, when laid upon the cylinder, but when in place, misfiring set in, until the engine stopped. The spark from the coil was strong and extremely healthy; in fact I tested this by accident and got a goodly shock. The insulation of the plug seemed

all right and there was no shake to indicate a crack, while the points were adjusted correctly. No moisture, or dust, or any "shorting" material was to be found outside the plug or insulator; in fact, everything seemed in shipshape order. However, as an experiment, I tried a new plug, and immediately the trouble vanished. Then we dissected the old spark plug, and when we broke up the old porcelain we found that the whole root of the trouble was a broken central wire, which was as firm as a rock at the electrode points and gave no sign of internal trouble.

OW to remove a rusted nut.—When overhauling, one sometimes finds a refractory nut which refuses to yield even to the gentle persuasion of the largest wrench. Yet there is a way to get the nut "unput," as an inventive friend of mine says. Wrap some cotton, soaked in kerosene, around the beggar, and leave it for half an hour. By that time the kerosene will have worked into the threads, and a little further persuasion will do the trick.

THE right way to make electrical connections.—At one time I spoke of the advisability of fitting strong terminal clips wherever they are needed. These rarely come adrift or give any petty trouble on the road, but there are times when one has to make an electrical connection without the use of these handy little aids to the lazy. When making such a connection, remember that there is a right way and a wrong way. The right way is first to twist the strands of the wire up tightly, and then to form the required loop from left to right. Then, when the screw or terminal is tightened, it closes the loop automatically; otherwise, when the loop is made in the opposite direction, the tightening of the terminal spreads the wire.

A "STICKING" spark plug.—When writing the former tiplet on rusted nuts, it struck me that a word might be said at the same time regarding plugs which develop the obstinate habit of sticking. The best way to cure the evil is to smear some graphite on the threads. Sometimes a plug thread is not uniform, and an application of graphite will ease it in, and, generally speaking, after this treatment, it will not be obstinate on any future occasion. On one machine which I owned some years ago, a mysterious leakage of compression would set up from time to time. New plug gaskets worked well for a time, but when the gasket was compressed a bit, the old fault would crop up with irritating persistency. At length I found that the casting on the cylinder head at the base of the plug was uneven, and thus it was impossible to obtain a gastight joint for any length of time.

PECULIAR accident.—Several years ago, whilst out on A speed jaunt, I had a difference of opinion concerning objective direction with an ancient hen. The hen ended its declining years by getting mixed up in the back belt rim, and the natural result was that I spread my stalwart frame upon the surrounding landscape and the machine also fell with a tintinabulating kosh, so to speak. After the usual chord from the orchestra, I answered Shakespeare's query, "What was the opinion of Pythagoras concerning wild fowl?" in seven different keys and three languages! At length I arose and, on examining the machine, found that, beyond sustaining a few superficial scratches, it was unhurt. The ancient hen had peacefully departed to the "happy hunting ground," and her astral body is doubtless wandering about the glassy sea, awaiting the arrival of those of us who reach the gates of Paradise with a perfect score and a no-stop run, as the Prophet Ezekiel has it. The earthly body of her henship was decapitated and I took her home, and after trying to cat the remains had to have my teeth re-bushed. I thought no more of the incident until about a week later

when, going round a corner, endeavoring to make a noise like De Rosier, my handlebars came away in my hands, and it was only by leaning over at an angle of about nine million and a half that I got round the corner at all. Anyhow, I finished up in a stone patch which kindly knocked a hole in my gasoline tank. On investigation I found that the handlebar must have cracked at the lug, underneath the plating, and this must have occurred when I had the collision with the hen. The sudden strain of going round a sharp corner at full speed completed the damage. This little incident proves the need of overhauling a machine and carefully testing for breakages after a smash.

TALKING of smashes, it is a wonderful thing how a special Providence seems to look after the welfare of motorcycle racing men. Time after time we see a spill which looks to be fatal, after which the racer calmly picks himself up and strolls off the track. My experiences in this direction, although luckily only a few, make me think there is a reason for it. I recently read an article, written by a doctor, which explained why a child or a drunken man rarely got hurt. The solution to the problem lies in the fact that, in falling, if the limbs are relaxed and you go "all in a heap," so to speak, the result is rarely serious, beyond perhaps a few superficial scratches and bruises. Now, if one tries to save oneself, and stiffens at all—a limb may easily be broken.

DON'T over-oil magnetos.—I obtained a convert to our ranks a short time ago and he purchased a 31/2-h.p. magneto ignition machine. He coughed up to my humble

dwelling the other night and told me that "the blame thing was kicking." It appears that he had been a zealous student of the "A B C Motorcycling," and was full to the brim of the subject. He had evidently taken to heart the advice to oil the magneto. He had done so, I should think, every day, for the magneto sweated oil at every pore. The contact case was brimful of oil, with the result that chronic misfiring had set in. Truly, a little knowledge is a dangerous thing!

GOOD makeshift.-It does one good to see ingenuity displayed by the hardy rider. Of late I have seen two methods of transferring gasoline from the tank of one machine to another, when the latter had run dry. The first method was the easier, but seemed to the onlooker as hardly appetising. The machines were placed side by side, whereupon the rider detached the long rubber tube which ran from his generator to the lamp, and syphoned the gasoline in, getting a start by sucking the rubber tube. The other method of doing the same job was effected by one machine being placed higher than the other, on the top of the curb; the horn of one was detached and the horn part inserted to act as a gasoline funnel.

THERE'S a reason."—Often when riding a motorcycle that has had a fair amount of use, one finds that when the exhaust valve is slightly lifted, an immediate increase of power follows, and the machine seems to pick up quickly. There are two reasons which may account for this, and both show lack of perfect adjustment. The valve tappet may be worn or the carbureter may require more air.

#### A COMPREHENSIVE LIST OF NAMES OF AMERICAN AND FOREIGN MACHINES.

WE recently published a list of about one hundred names of American and imported machines, new and old. Our invitation to readers to add to the list has produced a number of lists, the most comprehensive of which is that forwarded by Miss M. Low, 23 College street, Homerton, London, England. Miss Low's list contains no less than 257 titles, and indicates, by the initials which precede each name whether the machines are English, American, French, Belgian, German, Dutch, Austrian or Russian. Those marked (?) are of doubtful ancestry. Here is Miss Low's remarkable compilation:

(E) A. C., (E) Acacia, (E) Acme, (G) Adler, (E) Advance, (F) Alcyon, (E) Alldays, (A) American, (E) Anglian, (B) Antoine, (A) Apache, (A) Armac, (E) Ariel, (E) Arno, (E) Armadale, (F) Aster, (F) Atelier, (A) Auto Bi, (F) Auto-Fanteuil, (F) Auto-Motor.

(E) Baddeley, (E) Barnes, (E) Barry, (E) Baxter, (E) Bat, (E) Benktink, (E) Bercley, (E) Bichrone, (A) B. I. D., (E) Binks, (E) Blizzard, (E) Bowden, (E) Bradbury, (A) Bradley, (G) Brannabas, (A) Branson, (A) Bren, (E) Brooklands, (E) Brough, (B) Brown.

(A) Californian, (E) Caldert, (E) Campion, (E) Carlton, (E) Certain, (A) Chappell, (E) Shater-Lea, (E) Chase (?), C. C. R., (E) C. I. E., (E) Clarendon, (E) Clement, (E) Clement Garrard, (E) Clessold, (E) Clyde, (E) Comet, (E) Corah, (F) Cotterean, (E) Coventry Eagle, (A) Crouch,

(E) Crownfield, (A) Curtiss, (A) C. V. S.
(E) Daw, (E) Daymar, (E) D. E. C., (F) De Dion (tricycle), (E) Derby, (E) Diamond, (E) Dot, (E) Douglas,

(G) Durkopf, (E) Durwent, (E) Duc.

(E) Eddie, (A) E. D. F., (E) Eland, (E) Elf Kink, (E) Elgin, (A) Emblem, (D) Eole, (A) Erie, (E) Excelsior, (A) Excelsior, (D) Eyesink.

(E) Fairy, (?) Feilback, (E) Fleetwing, (B) F. N.

(E) Gamage, (G) G. B., (E) G. O. K., (F) Gobron Minerva, (A) Goricke, (A) Green Egg, (A) Greenhound, (F) Griffon, (?) Guarantee.

(E) Hadlef. (A) Harley Davidson, (R) Harry R. Greer, (F) Hertle Bruneau, (E) Hewittson, (?) H. H., (A) Hilaman, (E) Hobart, (E) Holdert, (R) Holley Auto-Bike, (E) Hopper, (A) Hornecker, (E) Hulbert Bramleaf, (E) Humber.

- (A) Indian, (E) Invicta, (E) Ivel.
- (E) Jones, (E) J. A. P., (?) Jehle, (F) Jehu, (E) Jowett, (E) Juno.
- (F) K. D., (B) Kelecom, (E) Kerry, (E) Kynoch.
- (E) Lagonda, (F) Lanandere, (E) Langham, (Aus.) Laurin Clement, (?) Lazarus, (E) Leader, (A) Light, (E) Lincoln Elk, (?) Linden, (E) L. M. C., (Aus.) Laurin, (Aus.) Lurquin Coudert.
- (E) M. A. B., (E) Mabon, (A) Madison, (G) Magnet, (E) Mansfield, (A) Munson, (E) Marlborough, (Rus.) Mars, (A) Marsh, (E) Matchless, (E) Max, (A) Metz, (A) Merkel, (A) Midget Bicar, (B) Minerva, (A) Minneapolis, (A) Mitchell, (A) M. M., (E) M. M. C., (E) Montgomery, (E) Moorhampton, (F) Motor Reve, (F) Motor sacoche.
- (E) New Century, (A) New Era, (E) New Hudson, (E) Noble, (E) N. L. G., (E) Norton, (B) N. S. U.
- (E) Oakleigh, (?) Onaway, (A) Orient, (F) Ormonde, (A) Ortona, (E) Osborne, (E) Osmonde.
- (E) P. A. C. E., (E) Pebok, (B) Peiper, (F) Peugeot, (B) Phanoman, (E) Phelon Moore, (E) Phoenix, (E) Pioneer, (A) Pierce, (E) Precision, (E) Premier, (E) Princeps, (B) Progress, (G) Pugh, (E) Pumbret, (E) Quadrant.
- (A) Racycle, (E) Raleigh, (?) Rambler, (E) R. & P., (E) Regina, (A) Reliance, (E) Rex, (E) Relief, (E) Riley Auto-Bi, (E) Rip, (E) Roc, (B) Romania, (E) Rover, (A) Royal, (E) Royal Ajax, (E) Royal Consort, (E) Royal Enfield, (A) Royal Pioneer, (E) Royal Sovereign, (E) Rushworth, (A) Reading Standard.

(B) Sarolea, (E) Scott, (E) Scout, (E) Service, (E) Sharp, (E) Shaw, (E) Silver, (E) Simms, (A) Simplex, (E) Sinclair, (E) Singer, (E) Sprinter, (E) Star, (E) Starlet, (E) Stevens, (A) Styria, (E) Swallow, (E) Swift.

(E) The King (Cambridge), (A) Thomas Auto-Bi, (E) Thomas, (A) Thiem, (A) Thor, (A) Thoroughbred, (A) Torpedo, (E) Trafalgar, (E) Triumph, (E) Trump Jap.

(E) Vinco Minerva, (E) Vindec, (E) V. S.
(E) Waddington, (A) Wagner, (E) Wallace, (Rus.) Wanderer, (E) Weller, (F) Werner, (E) Westfield, (E) Westlake, (E) Whitley, (E) Wolf.

(A) Yale, (B) Zedel, (E) Zenith, (E) Zenette.

#### THEY MAKE AND PUSH THE YALE





W. F. McGUIRE.

A. B. COFFMAN.

Manager and Head of Selling Force of the Consolidated Manufacturing Company, of Toledo, O.

#### A FEW REMINDERS WHICH THE NOVICE SHOULD TAKE TO HEART.

There is a certain faculty which makes starting on a low gear an entirely comfortable task. With high compression engines it is not well to suddenly release the valve lifter, as this may produce skidding of the rear wheel. Rather, let it down gradually, so that some of the compression may escape. Practice alone makes the operator perfect in this particular. Of course, everything must be properly adjusted before the start.

When the piston rings become worn they expand somewhat, part of the charge passing between the rings and the piston. Sooting then takes place in the bottom of the groove, forcing the ring out against the surface of the cylinder, thus causing a slight loss of compression.

Misfiring is caused either by a cracked porcelain—sometimes the defect is so slight as not to be readily detected with the naked eye—or as a result of the interruption or short-circuiting of the current because of the lodgment of foreign matter inside the plug.

If, on finding evidences of loss of compression, the rider has assured himself that all joints are gas-tight and that the piston rings and valves are right, then it is advisable to seek the trouble in a crack in the cylinder. Look to your coil only after having assured yourself that your batteries are strong enough, your wiring unbroken, your connections good, and that there is no shorting of your circuit.

Sometimes a small piece of carbon or dirt will lodge in the exhaust stem guide, causing the valve to halt or even stop the motor. Give the valve stem a few turns with a pair of pliers.

Difficulty is often met with during an effort to run a machine slowly. The inlet valve springs may be too strong for that purpose, or the jet too large.

Hill-climbing troubles may be due to overheating, often caused by under-lubrication, a dirty muffler or worn valve cams.

The links of belt fasteners should have broad, flat hooks made of sufficiently substantial metal to prevent snapping.

The compression of an engine may be tested by pushing the machine along with the valve lifter released.

An over-heated engine is very often the result of riding with the spark lever too far retarded.

#### THE AGENT'S SECRET OF SUCCESS



T seems to be a common tendency with the average dealer in motorcycles, and particularly he who has a local agency, to cut the selling season short; it begins too late and stops too soon. Just why the dealers will not try to push the sale of motorcycles during the late fall and early winter months, is more than I can quite understand. It certainly cannot

quite understand. It certainly cannot be because the new models are not out, for they put in their appearance as early as October 1 of each year. The big auto shows all come during the early winter.

Most dealers have learned how hard it is to get prompt deliveries from the factory either for parts or machines during the months of April, May and June. Knowing these facts, why should they fail to profit by their past experiences; why should they expect the manufacturer to deliver a year's output during these three months? Yet that is exactly what they try to force the manufacturer to do, and then complain bitterly during the greater part of the remaining nine months of how many sales they lost because they could not get the goods.

Whose fault is this, the manufacturer's or the dealer's? Most decidedly the dealer's. Simply because he begins the season too late and ends it too soon. Most dealers try to make themselves believe that the season is practically ended July I, when in reality the best motorcycle season is from then on up to December I, and in more than one-half of the country it is possible to ride twelve months of every year.

If dealers would carry as large and complete a stock of motorcycles, parts and accessories during July, August, September, October and November, as they usually do during April, May and June, they would not only more than double their sales, but would actually find themselves booking orders during December, January, February and March for spring delivery. They would have less trouble from their customers and with the manufacturer, simply because they would get deliveries promptly, and at the same time allow the manufacturer ample time in which to build and deliver more perfect machines.

This has been tried and is actually being done by a few wideawake dealers. For example, the writer knows of one dealer in a large city who used to sell only about fifteen machines in every season, and only during four months of the year. This dealer always had a grouch against the manufacturer, claiming he was handicapped on deliveries. He was, but it was not the manufacturer's fault. It was simply a case of starting too late and stopping too soon. He never placed his order with the manufacturer until the rider really needed the machine to use, which means that the order would not reach the factory until the rush season was on.

He then began kicking and complaining because he had to wait. This same dealer thought nothing of holding back his order and keeping the manufacturer waiting months for an order. The results of this kind of orders paralyzed this particular dealer's business to such an extent that he nearly gave up the agency.

The manufacturer happened into this dealer's place one day in early January and was a little surprised to find the dealer sitting comfortably in his office chair, apparently waiting for Spring without a sample demonstrating machine on the floor. During the manufacturer's visit, three young fellows called to learn if the dealer had anything new in motorcycles. The dealer advised the young fellows that it was a bit early for the new ones and he had none of last season's left. After the interested prospects left, the manufacturer said, "Jim, why don't you get in a sample or two of the new models. I have had them completed since last October. If you had one or more on your floor now, it is more than likely you could have secured those young fellows' orders and a deposit on the machines, placed the orders with me for future delivery, and receive perfectly built and thoroughly tested machines promptly on the specified date of delivery."

The dealer acted on this suggestion, placed his order for a few machines and carried as complete a stock as he could afford right through the season up to December 1. The result was he had no grouch against the manufacturer for non-deliveries and increased his sales from fifteen to nearly seventy-five machines. Think of it, five times the business he had ever done, simply because he worked at his job twelve months instead of three.

Brother dealers, try it this season, and you will be surprised at the actual increase. It is just as easy to sell motorcycles in September or November as it is in June, if you only try. It is really possible to book orders in December and January, and deliver in April and May. But the best of it is this: You will always have "what you want when you want it."—R. A. Pickens, in "Sparks."

THREE Grand Rapids boys, Jacob Arkema and John and Noel Houze, propose to demonstrate that it is possible to take a long and most delightful vacation a-straddle the speedy "put-putters." Their vacation will carry them over several thousand miles and require from 60 to 90 days. It will take them as far from home as the coast of Maine, and will show them a great deal of the country at small expense.

Carrying blankets and some light camping apparatus in knapsacks on their shoulders they will camp by the road-side at the end of each day's riding, and will blend the pleasures of a camping trip with those of a motoring vacation.

Almost the first lap of their long tour is a water ride, however, for they have determined to visit friends in Milwaukee and Oshkosh before starting East. They will thus find it necessary to ferry Lake Michigan. From Oshkosh they will strike South for Indianapolis where they will attend the big meet. From Indianapolis they will make straight for the Atlantic. Passing through Ohio, Pennsylvania, New York, Connecticut, Massachusetts and New Hampshire they will reach their objective point in Maine. The return will be made through Canada.



Jacob Arkema, John and Noel Houze.



#### THE LOWELL MOTOR CARNIVAL.



OLLOWING the issue of entry blanks for the socalled "National Stock Chassis Competition of the American Automobile Association Under the Auspices of the Lowell Automobile Club," comes the announcement that the week beginning with Labor

Day, Sept. 6, will be converted into a pretentious motor carnival the like of which has never before been attempted in this country. The five days' racing will mark a new epoch in automobile history and will attract the attention of automobile enthusiasts from all over the country, as well as motorcyclists and motorboatists, who have also been allotted places on the carnival's programme. Three of the five days' contests will be run over the Merrimac Valley course, and the other two, which are for motorboats and motorcycles, will be held on the Merrimac River and on the boulevard respectively.

The carnival will be inaugurated on Labor Day with an automobile race for the smaller made machines. There will be auto races on Tuesday and Wednesday also, a series of five motorboat events Thursday and Friday, while as a grand climax to the carnival will come the races given over to the motorcyclists, which promise to see the establishing of several new records, as the Merrimac course is said to be in good condition this year and exceedingly fast.

The Lowell Automobile Club plans to have the course in the fastest shape possible for the races. Those who have charge of the race hope to see the breaking of record of 53.6 miles average speed, established a year ago by Strang. The boulevard is in fast condition, but there is much to be done along the course, especially at the upper and lower turns and on the back stretch. The fastest time is expected to be made along the boulevard, where a large grand stand is to be erected. This will be connected with the other side of the river by a bridge, which will be convenient for those who come in special trains. In order to meet the extra expense, an admission fee will be charged to those who wish to approach the boulevard by the temporary pontoon bridge. The entire course will be policed.

O increase the r.p.m. of an engine, nothing is so effective as the replacement of weak valve springs with those of greater tension. The difference is sometimes as great as forty per cent. Ignition, carburation and general design may be quite adequate, and yet, owing to the weakness of the springs, the number of revolutions per minute may be small. On the other hand, with stronger springs, the valves pit more easily, the exhaust valve is more likely to break, and there is a material loss of elasticity.

BRITISH motorcyclists are complaining bitterly because of the appressive taxes they are called upon to pay. While the attitude of the government is by no means due to their misusing their road privileges, conditions on the other side should serve as a warning to those American riders who would make the most of their opportunities, even at the expense of the public at large.

T'S free, is Sparks, the name of a new motorcycle monthly, a sort of house organ gotten out by the American Motor Company. The first issue is dated July and it contains 32 pages of interesting stuff.

PERFECT adjustment of the carbureter is indispensible to easy starting. Again, the injection of a little paraffin into the compression tap will help not a little.

¥ NOISY gear drive may result from the fact that one cylinder of a multi-cylinder machine is missing fire.

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#### SENSATIONS OF A RACER.

By EDDIE LINGENFELDER.



AM frequently asked to describe the sensations I experience while riding at a speed of a mile a minute or better, and I find them very difficult to describe, because of the fact that I have never experienced like sensations in any two races. I

will venture to say that the spectator, watching the race, feels a much keener thrill than does the rider himself. The racer, because of the close application he must give to his work, has but little time to devote to analysis of his sensations. The element of danger, which always accompanies excessive speed, must be entirely overlooked by the successful racing man. In my own experience, the idea of danger has never appealed to me, until long after that danger is past. The ordinary man cannot grasp the idea of the tremendous speed at which a rider travels, until he realizes that in a single second a racer travels from 88 to 135 feet.

Taking the turns at this rate of speed on a saucer track requires perfect control. It must be remembered that it is a physical impossibility for the rider to steer his machine by the handle-bars when going into the turns, for here, if ever, he must be a part of his machine and change his direction by throwing the weight of his body to one side or the other.

My first thought in a race is to win, and I might say it is my only thought. In a recent race in Los Angeles in which I was compelled to lap the other contestants, and was forced to ride directly into the smoke thrown off by their machines, a smoke so dense that I could not see the other riders. I confess I wondered for a moment where I would land if one of them got in the way, for there is no stopping a racing machine, until it hits something or the engine runs down; for there is no brake.

I believe that the rule requiring a rider to pass another on the right unless there is sufficient room on the pole, is a dangerous provision, and I know it prevents much higher speed being attained. This rule should be changed so as to compel a rider to pass another on the right at all times. For example, with three riders on the track, two going a mile a minute and one going about ten seconds faster, one of the mile a minute riders riding on the pole line, and the other man almost at the top of the track. Imagine the doubt in the mind of the faster man trying to go by, not knowing when the man at the top of track will make up his mind to try to come down to the pole. I also believe that a man who rides higher on the track than is necessary should be disqualified.

A N English expert lists among the most urgent requirements of the ambitious rider the following: More efficient mud-guards, combination of the gear drive with the two-speed gear, thus doing away with the pedalling gear; improved lubrication, specifically by means of a pump maintaining a constant level of oil in the crank case; perfectly oil-tight crank cases; automatic carburation, fixed ignition, lightness and absolute simplicity.

THE next regular meeting of the Motorcycle Manufacturers' Association will be held at the New Southern Hotel, August 6 at 10 a. m. Among other things, action will be taken on the death of F. C. Robie, who was secretary of the organization.

NOW and then a machine refuses to take the required volume of air. This may be due to a partial stoppage in the jet or gasoline pipe, or to the fact that the gauze in the carbureter is choked up.

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#### BELL'S REMARKABLE "KILLING."



WALTER BELL was the star of the race meet at Courtland Beach track, Omaha, Neb., Sunday afternoon, the 18, entering four races and winning first in all of them. them. The track was heavy on account of the recent rains, but some fairly good time was made and a large crowd watched the contests. The summaries:

Three-mile chain driven (3½ h.p.).—W. E. Dewey (Indian), first; C. Rosenberry (Indian), second; C. Mickel (Thor), third. Time, 4:26.

Five-mile (belt driven).—W. Bell (Harley-Davidson), first; R. Bates (Excelsior), second; Kinkenny (Excelsior), third; L. Flesher (Merkel), fourth. Time, 6:47.

Five-mile, open (single-cylinder).—W. Bell (Harley-Davidson), first; W. E. Dewey (Indian), second; R. Bates (Excelsior), third; T. Berchel (Thor), fourth. Time, 6:45.

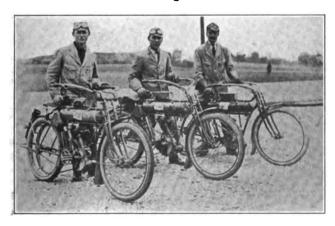
Five-mile, private owners, novice (single-cylinder).—C. Rosenberry (Indian), first; A. Westerguard (Merkel), second. Time, 7:14.

Five-mile, open (twin-cylinder).—W. Bell (Indian), first; W. E. Dewey (Indian), second; L. Lytle (Indian), third. Time, 6:35.

Ten miles, dealers' team race.—Omaha Bicycle Co.'s team, W. Bell (Harley-Davidson), first; W. E. Dewey (Indian), second; C. Rosenberry (Indian), third; team score, 45 points.

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## CHICAGO ENDURANCE RUN WINNERS. Yale Team—W. W. Ingram, S. J. Chubbuck and A. R. Oberwegner.



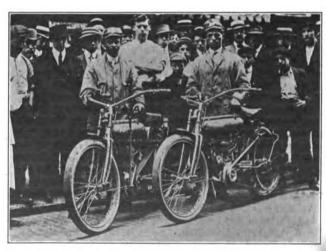
#### A PRODIGY OF ENDURANCE.



NOWHERE in the annals of motorcycle races and endurance runs can be found a pluckier, more nervy rider than Theo. Schlueter, Jr., a lad of 15. He left San Francisco on the annual endurance run of the San Francisco Motorcycle Club at 4 o'clock Sunday morning, July 4, with twenty-five other starters. Schlueter rode a single cylinder Excelsior. The run was from San Francisco to San Luis Obispo and return, a distance of 500 miles, over all kinds of roads and many steep grades. Schlueter finished the run with a perfect score, he being the only single cylinder rider to make the trip without a penalty.

#### MINNEAPOLIS TO NEW YORK.

THE cut below is from a photograph of A. R. Horn and P. B. Fillmore, of Minneapolis, Minn., who rode from that city to New York, arriving Thursday morning. They were mounted on Yales, equipped with M. & W. tires. Horn's cyclometer registered 1,735 miles, and two weeks were consumed in making the trip, as it was more for pleasure than anything else. The machines ridden gave excellent results, there being no trouble whatever, and only one puncture during the entire distance. The riders came via the same route as the Glidden tour, encountering very bad roads in Iowa. They were given a good send-off by motorcyclists in the various towns through which they passed, and report a splendid trip. Horn is one of the firm of Johnson & Horn, Yale agents at Minneapolis.



#### Michaelson Winner of 144 Mile Road Race

O N Friday, July 23, at 7 a. m., ten riders started on the Minneapolis Motorcycle Club's championship race of 144 miles. The experiences of the different riders during the contest were such to which they may look back with a certain amount of pride, because, of the seven riders who finished, each one was in the lead at some time during the first half of the race. The course has plenty of sand and rough places.

Of the seven riders who finished, J. M. Michaelson, mounted on a 6-h.p. double Minneapolis two speed, finished first, in four hours one minute, thereby winning the Thiem championship cup, valued at \$40, which must be won twice for complete ownership. First place

also brought the lucky rider a pair of Kokomo two and three-quarter inch tires. Second place was won by Guy W. Webb, mounted on a 4-h.p. Harley-Davidson, in four hours fifty-one minutes, but as he was the first rider to finish on a single cylinder machine, he won the Wagner championship medal, valued at \$25, and, as a special prize for single-cylinder machines, the Wagner Trophy gold watch fob, valued at \$25, a pair of M. & W. 2½-inch tires. and \$10 worth of merchandise, donated by James Buchanan. Bert C. Ostrander, on a 4-h.p. Harley-Davidson, finished third. The others to finish were L. D. Wolff, W. Bucholz, R. W. Gates and A. Anderson.



THE following is the summaries of the closed meet held under the auspices of the New Jersey Club, at Olympic Park, July 17:

Three miles—Won by Henry Malcolm, 3½ Excelsior; second, Kenneth F. Moore, 3½ Excelsior; third, George Reichey, 3½ Yale. Time, 7:38.

Two miles.—Final heat won by Percy Drummond, 5 Indian; second, Howard O'Brien, 5 Indian; third, George Reichey, 5 Indian Time, 3:09 2/5.

Unlimited pursuit.—Final heat won by Watson Kluczek, Harley-Davidson; second, H. Malcolm, 3½ Excelsior; third, K. Moore, 3½ Excelsior; distance, 11 miles. Time, 28:42 2/5.

K. Moore, 3½ Excelsior; distance, 11 miles. Time, 28:42 2/5.
Three miles handicap.—Won by Howard Hill (30), 5 Indian; second, Howard O'Brien (scratch), 5 Indian; third, George Reichey (20), 5 Indian. Time, 6:20 1/5.
Five miles, singles.—Won by Watson Kluczek, 4 Harley-

Five miles, singles.—Won by Watson Kluczek, 4 Harley-Davidson; second, Kenneth F. Moore, 3½ Excelsior; third, W. Stevens, 3½ Yale. Time, 11:41 1/5.

W. Stevens, 3½ Yale. Time, 11:41 1/5.

One mile match.—First heat, standing start, won by Howard O'Brien, 5 Indian; second, Percy Drummond, 5 Indian. Time, 1:35. Second heat, flying start, won by O'Brien. Time, 1:03.

A URORA, Ill.—Harvey Bermard, of the Chicago Motorcycle Club, mounted on a single-cylinder four horse power Harley-Davidson machine, carried off first honors in the motorcycle race meet held July 24, on the local half-mile track. Riding in brilliant form, Bernard won the fifty-mile event during the morning in 1:10 3-5. In the afternoon events he won the five, ten, fifteen and twenty mile races. The fifty-mile race was originally billed for 100, but was cut down owing to the small field. Summaries: Fifty-mile—Bernard, Harley-Davidson, first; Prior, Thor, second; time, 7:10 3-5. Five-mile—Bernard, Harley-Davidson, third; time, 6:41 2-5. Ten-mile—Bernard, Harley-Davidson, first; Fisher, Thor, second; time, 13:51. Fifteen-mile—Bernard, Harley-Davidson, first; Fisher, Thor, second; time, 20:42 4-5. Five-mile—Walsh, Harley-Davidson, first; Beck, Harley-Davidson, second; time, 8:14. Twenty-mile—Bernard, Harley-Davidson, second; Green, M. & M., third; time, 28:04.

H. WELLS, on a 5 h. p. Indian, scored perfectly in the recent six days' trials of the English A. C. U. According to the official report, the condition of Wells' mount was excellent throughout. No renewals except tire fitted. Chains gave no trouble. Wells also distinguished himself in the record time trials, July 14, on the Brooklands track. He made the mile in 55 3-5, securing a certificate for the best performance in his class. As a matter of fact, his time was the fastest of all.

THROUGH the efforts of James Mayo, of 222 Penn street, Reading, Pa., R-S general agent for Berks County, Pa., a club has been organized there with a membership of forty-eight active members. The officers are: J. S. Hartman, president; W. G. Schaeffer, vice-president; H. C. Becker, secretary; James Mayo, treasurer; G. F. Mack, captain; James Mayo, first lieutenant; R. G. Wilson, second lieutenant, W. G. Schaeffer, Jas. M. Dunkle, and Paul H. Smith, trustees.

A PERMANENT organization of the Peoria, Ill., club was effected at a recent meeting, during which officers were elected as follows: Toby Vanbuskirk, president; E. R. Shanemeyer, secretary-treasurer; Milton Hitchcock, captain of the club runs. The first club run was held last Sunday.

CARLOS STORER, Lakewood, O., made remarkable time on an Indian between Cleveland and Toledo last Wednesday morning, covering 122 miles in three hours and 10 minutes and lowering by 43 minutes the recent auto record set by Mrs. K. R. Otis.

THE New Jersey Club, of Newark, is arranging for a big open carnival at Olympic Park on Saturday, August 21. Plans are afoot to make the event the Eastern Championship meet, and if this is assigned to Newark by the F. A. M., it will be a monster affair.

GEORGE POST has been awarded a gold medal by the New Jersey Club, of Newark, for having proposed the greatest number of members since January 1.



#### ONE RIDER'S IDEAL MOUNT.

FOR four or five years I have paraded my advocacy of higher-powered motorcycles and the magneto ignition. Now that these two "mighty good things" are with us—and with us to stay—I feel that I am not inconsistent in going a step further and giving to the motoring public a description of what I would consider my ideal motorcycle. My ideal embodies features of many different "makes." Be that as it may, here is what I have "up my sleeve," shorn of all refinements:

Frame-19-in. loop (Indian style). Wheels-28-in.; 40 heavy piano wire spokes. Wheel base—56 ins. Forks—Thor spring fork preferred; second choice, "M. M." spring. Gasoline tank-21/2 gallons. Motor-Thor, Hedstrom or Peugeot. Transmission—Direct from engine to rear wheel; shaft preferred (F. N. Big 4, or Pierce); second choice, chain from engine to rear wheel by chain somewhat heavier than the standard roller now being employed. Engine-7-h.p. double cylinder, 4 to 1. Gear-Two-speed, with fan attachment. Control-Double-grip ("Light" style preferred). Ignition-High tension magneto. Emergency band brake operated by Bowden wire and controlled by lever from handle bar. Add to these specifications a good coaster brake, first-class tires, a reliable carbureter and a comfortable saddle, and then decide whether this would not be "the" machine for all-around purposes. Give me such a machine and I'll make 'em all sit up and take notice. If, however, in view of my limited knowledge of gasoline engines, the machine I have described has any impractical features, I would be pleased to hear from the readers of Motorcycle Illustrated.

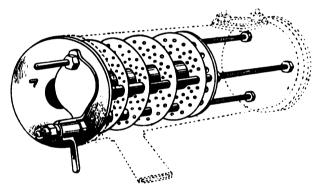
D. H. WEBSTER.

#### OLD TYPE OF CARBURETER.

HORACE H. CROW, Warren, Pa.—The wick carbureter was a feature of very early design in motorcycles. It was used on the first pattern Werner and on several other makes in the nineties. It was constructed in the following manner: A separate compartment was arranged in or below the gasoline tank, with a feed-pipe or needlevalve leading thereto. On a central wire was hung strips of flannel, wick, or other absorbent material. The gasoline dripped upon these wicks and was drawn in the form of vapor into the inlet pipe, where air was admitted to obtain the correct driving mixture for the engine. The difficulty in using these carbureters was the same as shown in the old surface pattern, namely, the letting in of too much gasoline, thus filling the carbureter compartment, so that no vapor could be given off from the wick or the gasoline surfaces. In some cases we have seen the air inlet leading directly to the carbureter-this inlet being, of course, adjustable, usually from the top of the tank, and it took a lot of experimenting to get the correct level of gasoline. The surface carbureter was a marvel of reliability, never gave trouble and always supplied fair power. This was merely a fair-sized compartment of the tank, into which the gasoline was admitted by a needle valve, and turned off when the carbureter was half full. Air was admitted through a shaft, also adjustable, and the vapor passed directly through the inlet pipe into the engine, several gauges being fitted for safety, in case of a fireback, due to weakness of the automatic inlet spring. The surface carbureter still lends itself to experiments, and it's performances in the olden days hardly warrant its having been discarded—in fact, many a road race in Europe was won by the old surface-curbureter, two-cylinder Austrian Clement.

#### STILL ANOTHER MUFFLER.

A N English rider contributes to Motorcycle the following description of a muffler which, he declares, is proving an effective silencer: Length, 10 ins.; diameter, 3 3-16 ins.; number of baffles, five; number of holes, forther plates, twenty-five, ½ in.; number of holes, other plates, fifty, 3-32 in.; size of outlet, 1-in. pipe flattened to 5-32 in.; cut-out tube, 1 in. There is no back pressure even when ascending long hills with throttle nearly wide open. One great advantage of this silencer is the ease with which it



can be cleaned out. By undoing three nuts at right end the whole of the interior can be drawn out without disturbing the rest of the silencer. The four thin baffles are kept in place between end plate and first baffle by pieces of tube slipped on to the three stays.

#### HOW TO HAVE PLEASANT MOTORCYCLE DREAMS.

A BOUT two years ago I hit upon a very novel scheme for a pneumatic pillow: Take an old patched 2½-inch inner tube, fold and tie it so that you have four widths of tubing. Then all you have to do is to blow it up with lung pressure, screw on the cap and slip any kind of a pillow case over this "pneumatic head rest," and there you are. This pillow is very cool and restful on hot summer nights, and is guaranteed to produce air-cooled motorcycle dreams of the 40-mile per hour variety.

I noticed what one of our brother F. A. M. men had to say about turning out for horse rigs on the highways, his idea being to keep in the left hand path until meeting a rig, when you simply cross over from the left to right path, this giving the horseman or horsewoman the impression that you are turning clear out into the corn-field in order to let them by. This is certainly a very "nifty" jolly, and generally brings a pleasant smile from the driver. I tried this on one of the fair sex the other day, and she said: "You are the first sensible man I have met." Honk! Honk!!

Mendota, Ill.

F. A. M., No. 306.



# Motorcyclists: Your Mean much to Your

DON'T take chances in the great endurance run from Cleveland to Indianapolis.

You can't tinker with troublesome tires and register at the controls on the minute.

You can't slow up on rough stretches and pass the checking stations on scheduled time.

You can't be scared of slipping tires and do your best.

All of which means that you can't start with inferior tires and finish with a perfect score.

And you won't get a medal



Tires will Score

the tires that in similar endurance runs have proven absolutely dependable.

Use the tires that the best motorcycle manufacturers have selected for their machines.

Use the tires that nine riders out of every ten have come to.

G @ J Tires will eliminate all tire trouble—will let you go to the limit regardless of the road—will give you that feeling of safety which means greater speed.

In a word, start with G Q J's and keep your eye on the engine—Make it do the work and G Q J's will carry you to victory.

Get our catalogue now and prepare right for the big meet. It shows not only the best tires but the **best accesseries** too. Write today to

## G & J TIRE COMPANY

INDIANAPOLIS, IND.

Kindly always mention the paper when writing to advertisers.

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G & J Motorcycle Tire

The Fastest Motorcycle Tire Made

## s is the tire

## Vinners use

ping National F. A. M. Race Meet is being decided right now in the supplies\_

t machine with tires that blow out?

pr tires cannot be depended upon?

ing their value and the races you enter by using any but the best tires?

G & J Tires and, after the prizes are awarded, you at least won't have

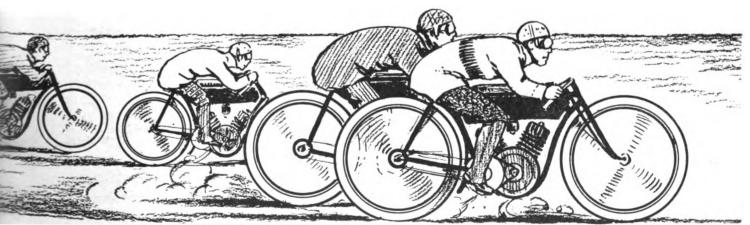
the most resilient Motorcycle tires made. They can't slip off the rim and they can be relied upon to do their part to bring you to victory.

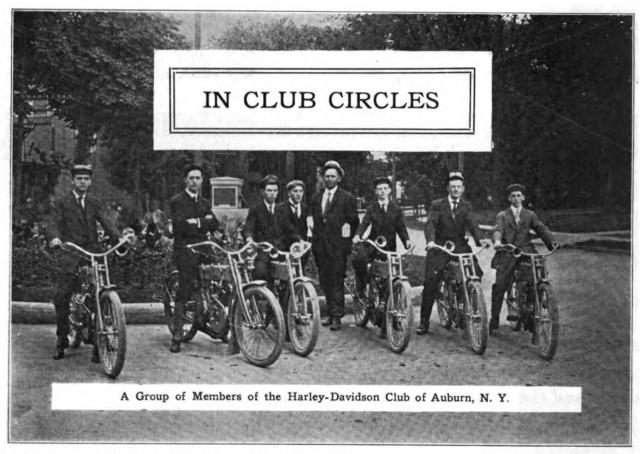
wen again and again by riders who have broken many world's records.

always—especially on such an occasion as this, as most of the prizes will be so will your chances.

Le with Indianapolis G & J Tires and go in to win.

## *RE CO., Indianopolis, Ind.*





M EMBERS of the Worcester club think tarvia roads are fine sometimes, but not always. They struck a lot of roads down Boston way, on the 18th, on which tarvia had been spread within a day or two. They affirm the folks down that way didn't put enough sand on top to take up the surplus tarvia. The result was the wheels of their machines took up a goodly portion of it. It felt to the riders as if they took up several tons, but with tarvia for footing in case they dismounted, they decided to let it go at a guess.

It was the first reliability run of the club, and eight went the route from Worcester to Boston and back again. Three more started, including First Lieut. William H. Tannerbring, who made a perfect score in the club runs last season. But Shrewsbury was his limit this time. It is said that the "reason" was an exceedingly comely miss.

The riders started from the lake clubhouse at 9:30. The party which made the run consisted of Capt. L. J. Vaudreuil, E. R. Creamer, Casper M. Brown, Robert C. Kendall, Albert V. Amsden, Howard Clark, A. E. Darling and Arthur W. Lindberg.

THE Detroit club has closed a contract with the Michigan State Fair management to hold races Sept. 3, during the second day of the fall exposition. Roy Hunter, president of the club, hopes that this event will attract many celebrated riders. The State Fair management has agreed to give \$500 towards purchasing prizes, and others will be solicited from manufacturers throughout the country. The club itself will present a \$50 watch. It is planned to give some prizes to every man who enters the races, even though he finishes last.

SYRACUSE, N. Y.—Unfavorable weather conditions on the 18th spoiled what would otherwise have been a delightful day's outing for the members of the Syracuse Club. Captain George Fenner had arranged for a turtle dinner at Little York Lake, thirty miles from Syracuse. Several times they had to stop under trees for protection. The route was through Lafayette and Tully to the lake. Owing, however, to an hour's heavy rain, accompanied by hail, the turtle dinners were untouched.

At a recent meeting the club decided to give up its rooms and garage on the outskirts for a centrally located lodge room downtown, in order that the club may prosper during the winter months. Wesley B. Shane resigned as captain and First Lieutenant George Fenner succeeded him. A. V. Brewster advanced to the first lieutenancy.

Some of the riders have recently discovered to their sorrow that there is an officer at each end of a bridge at Owasco Lake, backed up by a justice of the peace, who exacts a fine of \$5 to \$15 for crossing the bridge in excess of four miles an hour.

ONE of the most successful runs conducted by the National Capital Club took place last Sunday, over thirty riders participating. The destination was Great Falls, where dinner was had. This is one of the clubs which prohibits its members, while on a club run, from scorching or using the muffler cut-outs.

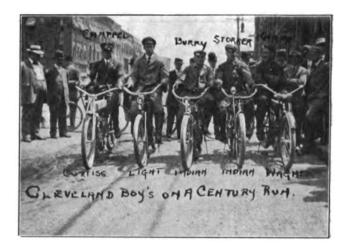
THE picture at the top of this page is that of a section of the membership of the Harley-Davidson Club, of Auburn, N. Y., recently organized by H. H. Pullman. Those shown in the photograph are W. J. Aldrich, L. C. Devendorf, G. L. Wilder, S. C. Cooper, Seward Case, Carl S. Cooper, Joseph Cuskey and H. H. Pullman.

A N installation of the following new officers of the Los Angeles Club took place recently: President, E. C. Kehl; vice-president, C. L. Hafer; secretary, H. White; treasurer, J. A. Scott.

Plans are now under way for the construction of a \$2.500 home for the Minneapolis Club.

#### AN OPPORTUNITY FOR THE F. A. M.

SOME TIME in September a conference on the preparation of a proposed uniform motor vehicle law for New York and the New England States will be held at the headquarters of the Automobile Club of America. It is planned to invite the governors of these states to appoint representative members of the various legislatures as delegates to the conference. They will be expected to prepare one or more drafts of measures which they regard as likely to be acceptable by their constituencies. When an agreement has been reached, the provisions of the measure determined upon will be communicated to Washington for consideration at the conference on uniform laws, called by President Taft for December or January. It will be wise for the F. A. M., whose convention is held at a most opportune time, to appoint a committee to get in touch with the promotors of the suggested uniform system of motor vehicle legislation. In fact, the Federation cannot afford to be unrepresented at these important conferences. The law symposium, recently published in this paper, reveals so many possibilities of trouble in the near future, that the prospect of securing uniformity in legislation in the northeastern States and, thereafter, probably throughout the Union, is so good that the motorcycling fraternity should make certain that the nature of its interests are officially brought to the attention of the conferees. This is a most important matter, and it should not be overlooked by the Indianapolis convention.



CLEVELAND.—The picture shows a few members of the Cleveland Motorcycle Club on tour, the camera having been snapped at Elyria. George B. Knapp, who sends us the photograph, states that motorcycling is taking on much activity in Cleveland, one of the symptoms being the formation of the club. Mr. Knapp is agent for the Wagner, and is doing very well with the 3½ H.P. tourist models.

Not one, but five styles of wrenches, especially designed for motorcycle use, are manufactured by the Coes Wrench Company, of Worcester, Mass. The firm is a hundred years old and has been manufacturers of wrenches for decades. Its reputation as wrench makers is world wide.

Noting the growth of motorcycling, this concern has designed five styles especially for motorcycle use. The company's advertisement in this issue hints at the various makes. Besides, there's a catalogue, a mine of information on wrenches. Get it.

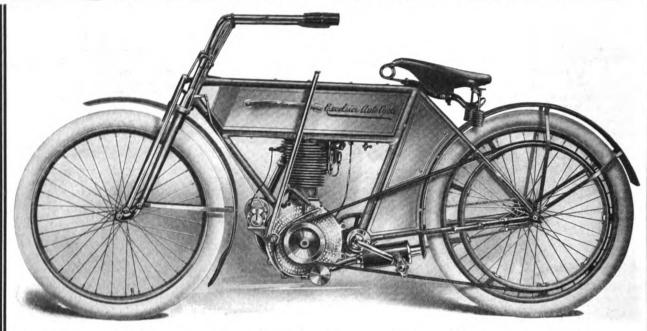
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## FXGELSIOP LAUTO-GYGLEN



## The Triumph of Scientific Construction

Note the clean cut, Straight line frame with low hung Motor, low comfortable saddle position and generally business-like design. No weak and unsightly bends in the tubing but double triangle construction throughout; the strongest form known to mechanics. Note the double, independent adjustment of belt and chain. Adjust the belt by setting the rear wheel in the extra long rear fork slots and then adjust the chain by means of the eccentric hanger. This is a vital point.

Note the tension idler that increases the traction of the belt without materially increasing the strain on the belt and bearings.

These are some of the points that have made

#### THE EXCELSIOR AUTO-CYCLE

The one that makes good every time.

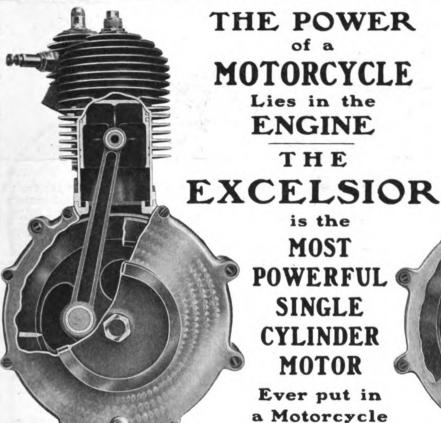
#### EXCELSIOR SUPPLY CO.

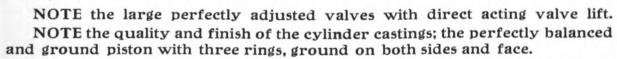
Established 1876

233-37 RANDOLPH STREET

CHICAGO, ILL.

## FXGELSIOP LAUTO-GYGILEN





NOTE the positive, sight feed oiling system that always delivers clean, fresh oil to every moving part and leaves nothing to chance.

NOTE the valve and ignition gears with fixed relation between valve action and spark, thus precluding the possibility of the motor getting "Out of Tune."

NOTE the oil tight crank case and breathing tube for equalizing the crank case pressure without allowing the oil to be thrown out on the machine or rider.

Then NOTE the power and steadiness of running without noise or vibration and its positive reliability and dependability

ALL THE TIME AND EVERYWHERE.

#### EXCELSIOR SUPPLY CO.

Established 1876

233-37 RANDOLPH STREET

CHICAGO. ILL.

#### A "NIFTY" SIDE CAR-THE VEEDER COMPANY'S NEW CYCLOMETER

THE photograph published herewith is of the N. S. U. 6 h.p. Model de Luxe, with two-cylinder engine measuring 75M bore by 90M stroke, which provides ample power for pulling the sidecar attached, and for which this model is specially adapted. The engine, which is very low in the frame, has mechanically operated inlet valves, worked by overhead rockers, and the front cylinder in a more inclined position forward than on most twins, which permits of cold air reaching the rear cylinder for cooling purposes. The magneto is in a well protected position behind the crank-case, and is gear driven. New pattern spring forks and extra long handle bars are fitted. The wheel-base measures about 60 inches. The stand and luggage carrier form part of the standard equipment, in addition to a very neat metal hood case

fixed in the frame under the saddle. A great convenience when dealing with tire trouble on the rear wheel is the removable mudguard, which may be completely detached, leaving the wheel entirely exposed. The N. S. U. two-speed gear and free engine clutch are fitted on the engine

The Veeder Mfg. Co., of Hartford, Conn., has recently placed on the market a type of cyclometer which is especially adapted for motorcycles. Small attachments used on motorcycles are subjected to very hard usage, and it is with this knowledge that the new motorcycle trip cyclometer has been constructed.

The case is increased in size, the gearing is heavier, and the device is equipped with a larger star wheel and motorcycle striker, with the adjustable bracket, which is regularly supplied.

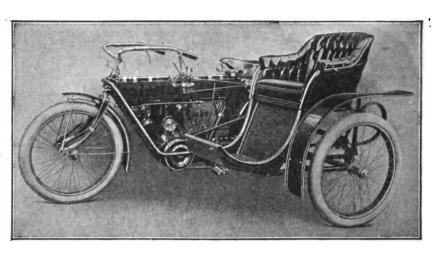
The adjustable bracket is a feature which deserves special mention. This bracket can, by simply loosening one nut, be made to fit any American or foreign motorcycle. This can be readily appreciated by the dealer who before has been obliged to stock with special attaching fixtures for various makes of motorcycles.

The mile figures are in white with black background, the tenths of miles in red, black background. With this combination of color the rider can easily distinguish from the seat the reading of his cyclometer at all times. The retail price of this instrument is \$3.00.

The Eclipse Machine Company, Elmira, N. Y., announces that while it intends to continue manufacturing the Eclipse motorcycle coaster brake in its present form it will also bring out a model de luxe, which will be made larger and heavier, and will be designed especially for use on double cylinder, high-power machines. The new and heavy Eclipse coaster brake will measure 6½ ins. from out to out of cones, whereas the present model measures 5¼ ins. The present model has been very successful and has given satisfaction to users. There is demand, however, for a larger and heavier brake, and the company proposes to meet that demand with its new model.

In the production of Standard speedometers the Parker Manufacturing Company has been succeeded by the Standard Thermometer Company, whose address is 65 Shirley street, Boston, Mass. The high-class work done by the Parker Company will be continued and improved upon by its successor.

It is more than likely that the creditors of the 20th Century Mfg. Company will accept twenty-five cents on the dollar on their claims. This company had long been lamp



shaft and operated by a convenient lever on the top tube. For those who prefer it, the gear can be fitted in the rear wheel. A fan insures the engine keeping cool when the low gear is used for hill climbing. The car is of the rigid variety and substantial. The seat is coach built.

manufacturers at 17 Warren street, New York. Through their attorneys, McLaughlin, Russell, Coe & Sprague, 165 Broadway, they are offering creditors 25 per cent., payable in ten days.

A rubber concern of national repute, after months of preparation, is about ready to enter the motorcycle tire field. In fact, a few makers have already received samples of the new tires for trial purposes. The concern, which is located in New England, is capitalized in the millions and is certain to be a big factor in the motorcycle industry, as it already is in the automobile field.

Princeton, Ill.—The Bureau County Independent Telephone Company is planning to supply each exchange office throughout the county with a motorcycle for the use of the "trouble chaser." A Harley-Davidson machine has been purchased for the Princeton office and some of the others will be similarly equipped as soon as possible.

The Hafer Automobile Company, of Joplin. Mo., and the Peter M. Adams Company, of Stevens Point, Wis., have taken Harley-Davidson agencies.

4

×

H. T. Roberts, formerly with the Consolidated Manufacturing Company, has joined the travelling staff of the Harley-Davidson Company.

Auburn, N. Y.—Herbert H. Pullman, local Harley-Davidson agent, wants catalogues from makers of equipment and parts, of which he intends to carry a fair-sized stock.

Morgan & Wright report a rapidly increasing sale on their closed end or butt end type of tube. It has become very popular with tourists and on endurance runs.

Clinton, Iowa.—A. T. Skelley and J. L. Pettingrew are New Era agents here.

Indian literature has another increase in the form of a house-organ gotten out by L. J. Mueller, of 6417 Woodland avenue, Cleveland. It is called the "Flaming Arrow" and all good Indians will want to read it



## YOUR SAFETY IS ASSURED

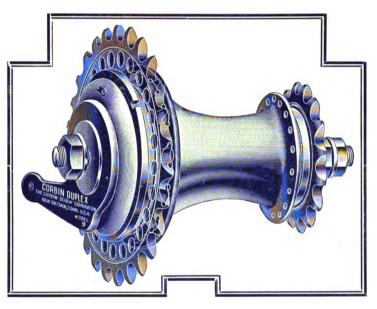
IF YOUR MACHINE, ALL THINGS ELSE BEING EQUAL, IS FITTED WITH A CORBIN BRAKE

DOUBLE THE BRAKING SURFACE OF ANY OTHER MODEL

DURABLE, SIMPLE AND POSITIVE, THE

#### **CORBIN SPELLS RELIABILITY**

MAKE YOUR MOTORCYCLE UP-TO-DATE



JUST FIT A CORBIN and FEEL SECURE

FOR EITHER CHAIN OR BELT

COMPLETE CATALOGUE ON REOUEST

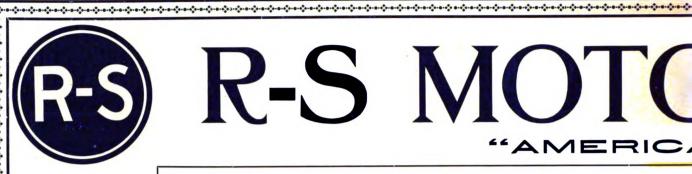
OUR BRAKES ARE BUILT THROUGHOUT FOR MOTORCYCLE USE

WE ARE LICENSED COASTER
BRAKE MANUFACTURERS

WE MAKE THEM AT NEW BRITAIN, CONN.,
AND SELL THEM EVERYWHERE

Corbin Screw Corporation

NEW BRITAIN, CONN.



## R-S MC

"AMERICA

#### **MODELS**

Single and Twin Cylinder.

Mechanical Intake Valve.

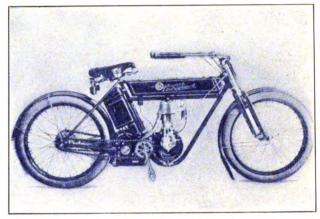
Motors from 3 to 7 Horse Power.

> **Battery** and Magneto Ignition.

Chain and Belt Drive.

Tricars, Delivery Cars, Chair Fore Cars, Tandems. Tricycles, Etc.

#### **Built and Tested in the Mountains**



King of Hill It Climbed

MODEL NO. 1, 3-31/2 H.P.

Its Stock Machines won many Victories, defeating

Power, Strength, Speed, Simplicity and which with other exclusive and

the most practical ma

Live Agents wanted in unoccupied territory.



## READING ST

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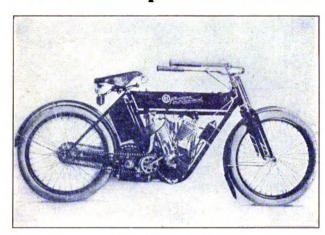
Bingaman and Water Streets



limbers

Pike's Peak

#### No Limit to Speed but the Law



#### Specials and Racing Machines ridden by Experts

Economy are the distinguishing marks progressive features make the



hine for universal use

Write for catalogue and information to

#### **FEATURES**

R-S Spring Fork.

**R-S Transmis**sion with Independent Chain Adjustment.

**R-S Double Grip** Control.

> **R-S Frame** Construction.

R-S Muffler.

R-S Compensating Sprocket.

> R-S Oiling Device.

**R-S Automatic** Cut Out Switch.

**R-S** Gasoline and Oil Tank, Etc.

READING, PA.



# COMFORT AND COMFORT AND COMFORT AND ENDURANCE



Are two of the Qualities which have so wonderfully popularized

### MESINGER MOTORCYCLE SADDLES

That is why most of the Two, Three and Four Cylinder Machines are equipped with Mesinger Cavalry Type Motor Saddles. They have the Right Shape for Comfort and have Fibre Friction Shock Absorbers.

The Mesinger Cavalry Saddle is made like a horse saddle—it prevents you from slipping and avoids that crampish hold of the hands on the handle-bar.

#### No Machine Can Give Satisfaction Unless the Saddle Be Right

Investigate the Mesinger Fibre Friction Shock Absorber, which check the Rebound and prevent the Sidesway.

There is little difference in the price, but a large difference in Comfort, between the Mesinger and the others.

Consider: If you insist you can have the Mesinger Cavalry or Standard specified as equipment without extra charge.

#### THE BEST FOR LONG DISTANCE



Whether used for Touring Purposes or merely riding in the vicinity of your home, The Mesinger saddle always satisfies. It is honest value. It is the result of many years' experience in the manufacture of motorcycle saddles.

#### H. & F. MESINGER MFG. COMPANY

1801-1803 First Avenue, New York

## MAKERS SELLERS

#### THE STANDARD VERY POPULAR.

The Standard Speedometer, which was put on the market last winter, seems to have made a hit with both the riders and the trade. As evidence of its popularity, it is being used by motorcycle police of several cities, among them the metropolitan police in and near Boston and the police of St. Louis. Motorcycle Patrolman Lee A. Ferguson, who has had a great deal of experience with both motorcycles and speedometers, says that the Standard is the best he ever rode behind.

The principle of this instrument is entirely different from any other. It is a centrifugal governor, made with two weights, opposed to each other, which slide in and out from the center, on a small cross rod, instead of swinging on pivots. The arrangement of the sliding weights makes the instrument perfectly steady. It is also of such durable construction that the intense vibration on the handle bars does not effect its accuracy. Attachments for all the different makes of machines have been perfected, so that it is a matter of but a few minutes to fit a Standard to any make of machine.

The Standard is manufactured by The Standard Thermometer Co., 65 Shirley street, Boston.

#### NEW MACHINE AT F. A. M. MEET.

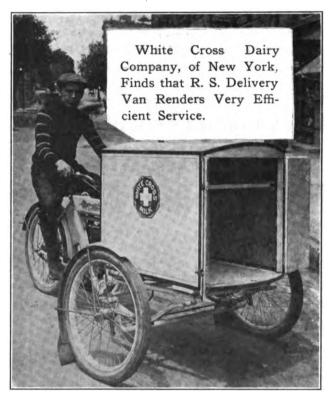
The attention of cur readers is called to the fact that the Miami Cycle and Manufacturing Company, of Middletown, O., one of the oldest and most substantial concerns in the country, announces in the advertising pages of this issue that the 1910 model of the Racycle motorcycle, a new ma-chine, will be ready for competition in the F. A. M. Endurance Run. This machine will be a 4 h. p., single cylinder belt drive, equipped with the new Musselman coaster brake. the engine being upright and well forward in the frame, the wheels to be either 26 or 28 ins., at the option of the purchaser. The manufacturers will also make this model for chain drive, and furnish it either with or without magneto. It will have double grip control. A new spring fork, and large capacity for both the oil and gasoline, with an emergency reserve gasoline tank, and 21/2-in. tires, are other features. The concern has been long and favorably known by the motorcycle trade and their machine is certain to excite keen interest among agents and riders. The specifications of the Musselman brake are as follows:

Cooling flanges which add over 13½ square inches of cooling surface, making the total surface 42 square inches. A

very large brake shoe, giving a total of 15 square inches applied on the inner surface of the shell under the cooling flanges. A 5%-inch pitch. This gives one as good a leverage in applying the brake as a lifting jack. A large axle. 9-16 inch in diameter. No arm, thus causing the pres-

sure, when brake is applied, of an end pull on rear forks and end push on the rear stays. A grease chamber, surrounded by the braking shoe. This chamber holds sufficient grease

#### USED TO DELIVER CREAM.

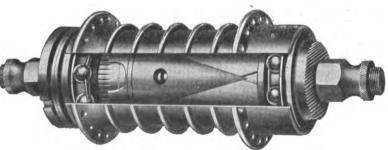


THE innovation recently started in New York by The White Cross Dairy Company promises to become a permanent institution. The above company has placed on the streets of the metropolis for the delivery of the half-pint bottles of cream, a Reading-Standard non-convertible delivery van, specially constructed for the purpose. This vehicle is enameled white, with red trimmings. The van is 22 ins. by 24 ins. by 36 ins., and is propelled by a 3½-h.p. R.-S. motor.

for keeping the hub automatically lubricated for a season. The sprocket set is fitted with two chain line rings; these,

with the straight and offset sprocket, will give seven chain lines, running from 2½ inches, making it unnecessary to order special hubs for certain motorcycles. ¾-inch steel balls are used throughout, also long, strong axle nuts, built so as to accommodate

any kind of stand. The principle of this brake is the same as the Musselman Bicycle Coaster Brake, which allows the hub to run perfectly free at all times.



### 782 38th Ave., New York City of Leon Ling Fame

Is to-day the best known address in the world

That is Our Address

#### THE TIGER CYCLE WORKS CO.

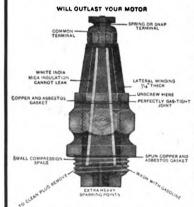
PIONEER and RELIANCE MOTORCYCLES

Large Stock of Second Hand Machines (all makes) Full Assortment of Parts, Supplies and Specialties

Send Stamp for Catalogue

H. A. GLIESMAN, Prop.

## You wouldn't be without a SPLITDORF Motorcylce Plug



one day if you knew the satisfaction it gives to other motorcyclists.

This Plug is designed especially to meet conditions that exist only in motorcycle engines, and its wide adoption by the leading makers and riders is a pretty safe indication of its merit.

Put one in your engine on your next ride and note the perfect ignition

#### C. F. SPLITDORF

Walton Ave. and 138th St.
Branch, 1679 Broadway

New York

#### NEW EDITION—JUST OUT

CONSTRUCTION, MANAGEMENT AND CARE OF MOTORCYCLES"

Revised and Enlarged-60 Pages. 25 Cents

Contents.—The Motor, Mechanical Valves, Working of Valves, General Motor Parts, Twin Cylinder Motors, Motor Tips, Removing and Replacing Cylinder, Overheating, Piston Rings, Knocking and Pounding, Timing, Weak Springs, Life of Motors, Care of Valves, Lubrication, Ignition, Ignition Troubles, Trouble Chart, Magnetos, Carburetor, Transmission, Spring Forks, Tires, Two Speed, Attachable Outfits, Belt Don'ts, Other Dont's, Cause of Breakdowns, Points to Remember.

MOTORCYCLE PUBLISHING CO., 299 Broadway, New York

#### A SPRINTER OF THE GENTLER SEX.



This photo was taken on the Indianapolis Motor Speedway. It is that of a great enthusiast of the gentler sex, Miss Florine Travis, mounted on a Thor racing machine.

An English rider contributes to Motor Cycle the following suggestions with a view to solving the much-mooted stock-racing machine controversy: "Pick from a maker's stock of not less than ten (to prevent the building of several fakes) two machines at random, and seal and compete with tools and the usual touring spares. At the competition, the machines would be unsealed and handed over, one to the trade rider chosen by the makers, and one to an amateur, and these riders would be allowed one hour, in full view of the judges and the public, in which to tune up and test the machines. Riders should bring no tools or duplicates, and remove nothing from the machines. The competition would then take place and would probably be divided into three sections. First, trade riders; second, amateur riders mounted on the same machines the trade riders have just used; amateur riders on the other machines.'

To keep a leather belt in proper working condition, the rider should scrape it now and then with an old knife, in order to remove from the belt all particles of dirt and grit. A periodical dressing with oil is also necessary.

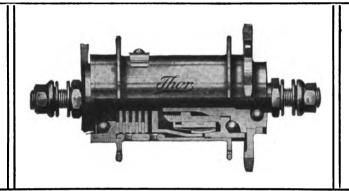
**JE** 

This appears to be a motor boat. As a matter of fact, it is a boat, but, instead of going on water, it is made to run on land. On July 5 there was a motorcycle parade in Pittsfield, Mass., and this picture shows Dr. Archie Boudreau seated in the decorated boat which he built around his F. N. Big Four, to participate in the parade. Dr. Boudreau won the first prize, a handsome cup valued at not less than \$100.





## Coaster Brakes



Designed and made by men who have for nine years produced what is best for a Motorcycle and the Motorcyclist. This brake is always ready to perform the work. The brake you can depend upon when danger ahead presents itself. That's why so many leading Motorcycle Makers have adopted it, and why thousands of riders demand and use it.

## Aurora Automatic Machinery Co.

LICENSED COASTER BRAKE MANUFACTURERS
1307 Michigan Avenue, Chicago

#### ACTIVITIES OF MANUFACTURERS AND AGENTS



This is the Sidecar which Whipple, the Motorcycle Man of Chicago, has had in constant use for six seasons. The engine has never been taken apart, nor have any of the bearings been renewed. In addition to two persons it usually carries merchandise, and quite often its freight has been as many as three persons. It is needless to add that Whipple knows how to take care of a machine, otherwise such remarkable serviceability would never have been secured.

The Corbin Screw Corporation, of New Britain, Connecticut, practically the pioneers of the coaster brake industry, will this year place on the market a motorcycle band brake, Model No. 11. The success of this company during the past season with its Models 9 and 9-A was unprecedented. The combining of the practical ideas of the concern's inventive force has resulted in the perfection of a band brake, which, it is anticipated, will be greatly in demand by motorcycle manufacturers.

The Corbin Coaster Brake and Two-Speed Brake are known throughout the country and, with the addition of the band brake, the line will be practically complete. The company manufactures also an extensive line of motorcycle and automobile parts and, owing to the increased demand for this class of product, the Corbin people are obliged to erect a large addition to their plant.

The Chicago endurance run was certainly a gruelling contest, designed to test the men and to severely try the machines. It was a 600-mile run, 200 a day. The Yale team won the highest honors possible, three perfect scores and the team trophy, which was awarded them because, at the finish, their machines were best fitted for further services. To score a record of that sort in such an event spells material and design and workmanship, the whole equaling and meaning dependability. The Consolidated Manufacturing Company is talking large about this Yale victory; and they are justified in doing so.

C. L. Waters is manager and principal stockholder of the Marvel Motorcycle Company, recently incorporated to do business at Hammondsport, N. Y. The capital stock is \$50,000. In announcing the incorporation of the new company, Mr. Waters said to a representative of this paper:

"I found my business, that of the Motorcycle Equipment and Supply Company, increasing so rapidly that I needed additional capital and incorporated with a view of selling stock. Mr. G. H. Curtiss, being some time ago interested

with me in the motorcycle business, gladly consented to act as an incorporator and director. He has not severed his connections with the Herring-Curtiss Company, and his small connection with this company in no way effects his other interests. Mr. C. P. Rudd, one of the stockholders, will be superintendent. We have 500 motorcycles under other interests. Mr. C. P. Rudd, one of the stockholders, now building a 115x30 feet two-story addition, and plans are being perfected for a big increase in business.

"The Motorcycle Equipment & Supply Company will be known as the Motorcycle Equipment Company. The amount of business this company is now doing will surprise you. We keep three men busy shipping goods to all parts of America and Canada. The name "Marvel" is used because the new motorcycle will be a wonder. Nothing we have been able to coax to go up against it has anywhere equalled it for power per cylinder capacity."

. 32

Work has been started on the 90x120 addition to the Harley-Davidson plant, at Milwaukee, Wis. They have just established the following agencies: Harry E. McAfee, Greely, Colo.; H. O. Oleans, Iola, Wis.; Joseph Stack, Spokane, Wash.; Joseph Miller, Burlington, Iowa; Motorcycle & Bicycle Equipment Co., Seattle, Wash.; L. H. Skinner, Colorado Springs, Colo., and the Whitney-Becker Motor Co., Denver, Colo.

Gary, Ind.—The Harley-Davidson machine is in the hands of an enterprising agency here, that of Sax & Savage, of 585 Broadway. These H.-D. representatives are securing good returns from a lively campaign of local newspaper publicity.

Morgan & Wright offer the trade a new motorcycle grip, in both the long and short styles. They claim that the knob on the end affords a secure hold and an easy position for the wrist.

The Pacific Sales Corporation, 50 Van Ness avenue, San Francisco, now represents the Emil Grossman company on the Pacific Coast.



J. S. TORMEY, THOR SALES AGENT.



Over the Santa Cruz Mountains, up the long, steep San Juan grade, *Thor* left the trailers in the

### Greatest of All Endurance Tests

A 2 days run—500 miles

21 starters, 15 fell by the wayside Only 5 perfect scores

3 Thors started 3 Thors finished

3 Thor SCORES WHICH ARE PERFECT SCORES

It's on the road you ride your motorcycle, and it's here where

Thor IS SUPREME

It takes a Thor to catch a Thor

## Aurora Automatic Machinery Company 1307 MICHIGAN AVE., CHICAGO

**DISTRIBUTORS** 

A. FREED, San Francisco and Los Angeles FRED. WILLIAMS, Denver, Col. J. S. LENG & SONS CO., 33 Murray Street, New York MOTORCYCLE SPEC. CO., 258 Columbus Avenue, Boston

#### TWO NEW MODELS OF THE JONES SPEEDOMETER—OTHER TRADE JOTTINGS.

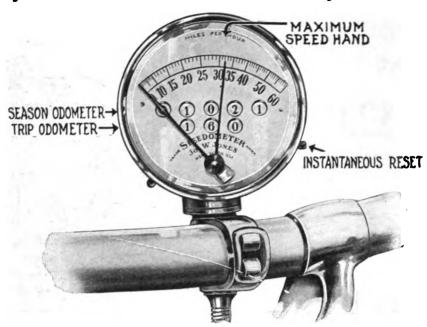
Two new Jones speedometers have been brought out, known as Models Nos. 31 and 32. No. 32 is an entirely new instrument, having every feature of the very expensive automobile types. No. 31 is an improvement over the old Model 26. It is similar in appearance and construction, with the same 60-mile scale and season odometer. In addition to this it has a separate trip odometer. This instrument is listed at \$20.

Model No. 32 will, however, no doubt meet with most popular favor. This speedometer is certainly a most complete mileage and speed-indicating device. It has a 60-mile scale, a maximum speed hand with an instantaneous reset button, and both season and trip odometers. The latter indicates both miles and tenths of miles. The well-known Jones driving gears, consisting of a large gear attached to the wheel and a small gear carried by a ball bearing shaft at the end of the flexible cable, are used.

Both of the new Speedometer-Odometers indicate variable and maximum speed and register the distance traveled.

The season mileage to 9999 9/10 and the day or "trip" mileage to 999/10, is cumulatively recorded, whether the machine is moved forward or backward. The trip register can be instantly reset to zero by pushing the button.

The copper maximum contrasts with the black variable hand. It is carried forward by the latter, but stops automatically at the highest speed attained, showing that speed as a permanent record until released by a push of the resetting stem at the bottom of the cup. When released, the



maximum hand instantly returns to the speed at which the motorcycle is at that moment traveling, and there it remains, even after it is subsequently stopped; thus giving absolutely indisputable evidence of the speed at the moment of resetting. By pushing and giving the resetting stem a half turn, the two hands are made to work as one, indicating variable speed only. This instrument is listed at \$25, and is now ready for the market, with prospects of a big sale.

The New Departure Manufacturing Company, of Bristol, Conn., announces a new and greatly improved coaster brake of the internal expanding band type. It has been tested out by numerous disinterested riders and several manufacturers and, according to the New Departure Company, it has been found to be practically faultless. The tests have been of the severest kind, covering a period of several months.

Mr. DeWitt Page, secretary of the company, states that to a man the riders report that the brake works perfectly, responding promptly to the slightest back-pedal pressure, and with no suggestion of binding; it does not easily heat up, and it is noiseless. The pedals positively do not "pick up" when riding. They say further that it is possible to hold the rear wheel instantly against high-powered motors. The new model meets the demand of the rider for a larger and stronger brake, the size having been increased sufficiently to allow for heavier parts. At the same time, the weight is not by any means excessive, or sufficient to cause objection by either rider or manufacturer. The popular concave design of former models is retained.

The principal improvement is in the brake end of the hub. This is of the simplest construction. There are but

two working parts, each built heavily for wear and hard service. These parts are a thick tool steel, especially tempered spring brake ring, three-quarters of an inch wide and a heavy cam dog pivoted on a steel stud. The brake ring is anchored with a heavy stud. Upon applying back pedal pressure the rider instantly rotates a new and heavy clutch, and actuates the cam dog against the free end of the brake ring, forcing it into positive, even and smooth contact with the inner wall of the brake drum at all points.

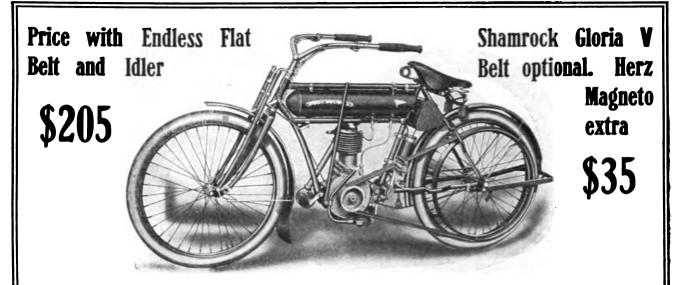
The brake spring opens against the direction of the rotation of the wheel, making it mechanically impossible for the brake to bind, lock or wind up. Upon releasing the back pedal pressure, the spring instantly returns to its normal position. It is assisted in this by the forward rotating of the hub. The steel employed is especially treated to give long life under the friction necessary to the operation of the brake.

The diameter and width of the brake drum have been increased, doubling the braking surface and obviating possibility of injury by heating. Riders will be interested in reading the opinions of riders, printed on the inside cover of this issue.

The Chicago 600 mile endurance, 200 miles a day, was particularly severe on the tires. The team cup, the highest honors possible, were won by the Yale team of three. Of these two rode on Kokomo tires. The Kokomo Rubber Company are quiet folks. Their advertisements are not noisy and they never ask for a line in the reading pages—they didn't ask for this—but their victory in the Chicago run is worth turning the calcium on. A line to Kokomo, Indiana, will bring you the complete story of their enduring tires which, it is almost unnecessary to add, are so made as to be thoroughly dependable.

Morgan & Wright, who introduced the single-clinch rim, which has been used almost exclusively by the factories this year, report that it has given perfect satisfaction, and they will soon have a 2-inch racing rim of the same pattern ready. The rim, being properly shaped, will absolutely prevent tires from blowing off rims.

"Bouquets" is the title of an interesting little booklet published by the Harley-Davidson Company, which will be sent gratis to any reader of this paper. The company's address is Milwaukee, Wis.



## THE YALE 3½ H. P. MOTORCYCLE WINS SILVER TROPHY CUP

#### Every Claim Proved by Actual Demonstration

The Yale team of three riders won The Chicago Motorcycle Club Endurance Contest, with carburetor, vibrator, battery box and spark plug sealed, in competition with most of the prominent makes on July 9th, 10th and 11th.

600 miles without a single adjustment, making perfect team score, with every seal intact

#### AVERAGE SPEED TWENTY MILES PER HOUR

#### Conceded by all Contestants to be the Most Severe Contest Ever Held

The Chicago Tribune, July 13th, says: "The Yale team, composed of S. J. Chubbuck, W. W. Ingram and A. R. Oberwegner was awarded a perfect score and declared the winner of the silver loving cup by the technical committee in the six hundred mile Endurance Run held under the auspices of The Chicago Motorcycle Club, which was completed on Sunday.

"The Excelsior team was given second place, the Harley-Davidson trio third, Pierce fourth and the Armac team fifth.

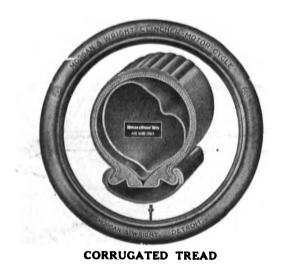
"When the committee examined the machines of the winning trio yesterday it could not discover a single defect in the mechanism, while in the others penalties were levied for various reasons."

This performance establishes a record for dependability unheard of in the history of motorcycle building and substantiates our claim that the Yale 3½ H. P. motorcycle is the MOST RELIABLE MACHINE ON THE MARKET.

Correspondence Solicited from Aggressive Agents
PROMPT DELIVERIES

#### THE CONSOLIDATED MFG. CO.

1731 FERNWOOD AVE., TOLEDO, OHIO





BAILEY TREAD

## THE THREE TIRES AND THE TUBE WRIGHT'S NAME FAMOUS WHE

There are good substantial reasons back of the fact that endurance riders almost invariably choose Morgan & Wright tires for their long, hard grinds;

Reasons why Riley, the the world on a motorcycle, tires; Reasons why (and ing) riders who use them everyday, everywhere serthis testimony.



man who is going round is using Morgan & Wright this is still more convincin hardest test of all vice—one and all give

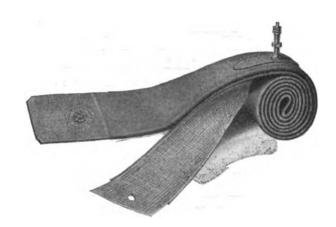
Here are a few of the reasons:

In the first place Morgan & Wright tires are made much stronger than is required for ordinary service. Thus they are able to easily withstand those unusual shocks and strains of service that would put an ordinary tire "out of business" in short order.

They are made out of the same material and by the same wrapped shaped

### MORGAN & WRIGHT .





BASKET WEAVE TREAD

**BUTT END TUBE** 

## WHICH HAVE MADE MORGAN & EVER MOTORCYCLES ARE RIDDEN

method of construction as we use for our automobile tires. Because of this, when the first tread is finally worn down the fabric will be found in perfect condition for a re-tread, thus nearly doubling the mileage at small extra expense. Before the first tread is worn down on a tire made by ordinary methods, the fabric is usually in such poor condition that re-treading is impossible.

Our different treads are made not by squeezing the ordinary allowance of tread stock up into corrugations but by adding *additional* tread stock. This insures long service even after the tread is worn smooth.

The time-saving Butt End tube is making a big hit among riders the country over. It permits of removing the tube and making repairs without removing the wheel and spoiling chain or belt adjustments.

All our tubes are made out of the finest quality of stock and in the shape they will assume when in use.

Tires can be supplied in either single or double clinch.

Dealers everywhere sell them.

### - - DETROIT, MICH.



#### MOTORCYCLE MART-IT SELLS THE STUFF

Buy; Sell; Exchange. Two Cents a Word. Cash With Copy

#### FOR SALE OR EXCHANGE

FOR SALE.—Tandem attachment for R. S., good as new, with bars and Mesinger cavalry saddle; \$10 takes it; fit most any make. Wm. L. Williams, Greenfield, Ind.

FOR SALE.—Brand new Quick Action Stand, complete; \$2. Leland Wright, Bordentown, N. J.

FOR SALE.—Wagner, run 300 miles. Geo. Dobling, Lost Nation, Iowa.

FOR SALE.—Absolutely new four-cylinder Pierce Motorcycle; never used; \$300; a rare bargain. Inquire E, care Motorcycle Illustrated.

FOR SALE.—Brand new 1909 3½-h.p. single cylinder Magneto M. M. Motorcycle; V belt, variable speed pulley; never used; \$190. Address H., care MOTORCYCLE ILLUSTRATED.

FOR SALE.—F. N. four-cylinder motorcycle, good as new; new Bailey tread tires, horn, cyclometer, lamp, generators and tools; outfit cost \$400; a bargain for cash. F. W. Miller, 116 Pleasant Valley, Methuen, Mass.

MOTORCYCLES bought, sold and exchanged. Bargains in Indian, Pierce and M. M. machines. Collwell's Motorcycle Agency, 10 Golden street, Newburgh, N. Y.

FOR SALE.—1909 3-h.p. Curtiss, spring fork and stand; also Curtiss side car; sold together or separately. Best offer takes them. Fred Trubshaw, 881 Mound street, Milwaukee, Wis.

FOR SALE.—Harley-Davidson, speedometer, horn; a fine machine in excellent condition. Make offer. A. W. Osborne, 139 South Bay street, Milwaukee, Wis.

ALMOST new Schebler Model H Motorcycle carbureter and Persons tourist tool bag for sale, cheap; satisfactory trial or no pay. Wm. G. Lauterbach, Mendota, Ill.

FOR SALE.—Late model twin cylinder 5 h.p. Indian. Owner going abroad. \$125. J. Eblen, Ridgedale, Tenn.

WANTED.-Will pay cash for Motorcycle, 3½-h.p. or over. Front Post, Ridgedale, Tenn.

FOR SALE,—1908 Curtiss twin, lamp and generator, standard rubber pedals, new belt, stand, luggage carrier, tool roll, new weight pump, fine running order; cheap. J. R. Henderson, Annapolis, Md., Room 318, U. S. N. A.

FOR EXCHANGE.—Oldsmobile runabout, in good condition, for double cylinder motorcycle, 1909 model. E. O. Shoulin, Viola, Richland County, Wis.

CURTISS 1909 twin, a month in use, run 500 miles; \$225; seen any time; perfect. Vreeland, 37 Danforth avenue, Jersey City, N. J.

FOR SALE.—N. S. U. Motorcycle, 6-h.p. twin; complete with fan, two-speed gear and side car; better than new; has been ridden very little. Wellington A. Francis, 164 Union street, New Bedford, Mass.

FOR SALE.—F. N. Big Four; a bargain. T. E. F. Hoskins, 249 Washington avenue, Brooklyn, N, Y.

FOR SALE.—F. N. four-cylinder new 1909 model, in perfect condition. \$300. Address "Opportunity," care Motor-cycle Illustrated.

#### AGENTS CARDS, ETC.

MOTORCYCLES—35 second hand machines on hand, all makes; \$40 up. Send stamp for descriptive circular. Tiger Cycle Works Co., 782 Eighth avenue, New York City.

MOTORCYCLES thoroughly overhauled and repaired. Agents for Thor motorcycles, parts and sundries. Brazenor & Ruderman, 849 Bedford avenue, Brooklyn, N. Y.

M-M and R-S MOTORCYCLES—East End Cycle Co., Highland & Beitler, near Centre Ave., Pittsburg, Pa.

FOR SALE.—1909 Curtiss, magneto twin, spring forks, etc. Cost \$325, used 500 miles. Sell \$175. Architects & Engineers Supply Co., Kansas City, Mo.

FOR SALE—New 5-h.p. twin Indian \$200; second hand 5-h.p. twins, \$125 up; singles, \$75 up. F. B. Widmayer Company, 2312 Broadway, New York City.

FOR BARGAINS in second hand motorcycles, Merkels, Indians and M. M., call at the M. M. Motorcycle store, 38 Belleville Ave., Newark, N. J.

MOTORCYCLISTS' friend, black hand cleaner, in small collapsible tubes, 15 cents; by mail, 17 cents. Send for sample; can be carried in tool bag. F. B. Widmayer Co., 2312 Broadway, New York City. Agents wanted.\*

FOR SALE.—1907 twin Curtiss, 5 h.p. in good condition and running order, \$125. R. Julian, 1007 Lowman Bldg., Seattle, Wash.

SECOND - HAND M. M. BARGAINS.—Exhaust Whistles, Hand Idlers. M. M. Branch, 895 Main street, Buffalo, N. Y.

FOR SALE.—Fifteen new B. & C. two-speed gears; fit any Indian; can save you 30 per cent. Carpenter, 1405 E. 82d street, Cleveland, O.

#### ALL SOLD OUT!

We are glad to announce we have sold all of the F. N. Big Four Motorcycles we contracted for the 1900 season, but sorry to say that on account of the enormous demand in Europe we are unable to get any more. Please don't send us any orders therefor, for we will only have to return them with thanks and regrets. We'll soon be ready to talk 1910 to you.

k 1010 to you.

OVINGTOR MOTOR GG., 2222 Broadway, New York

F.N.

C.A. SHALER CO.



The Only

### MOTORCYCLE **VULCANIZER**

Mr. Repair Man:

Grasp this opportunity - Tear off the above coupon and mail it at once - Be the FIRST repair man in your vicinity to have a Shaler Motorcycle Tire Vulcanizer - Get in on the ground floor-

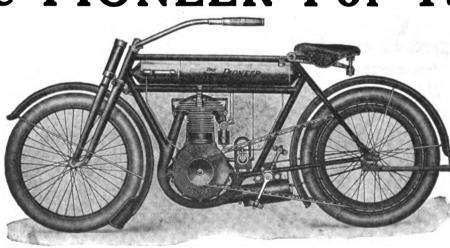
Cinch the business. The Shaler Electric Vulcanizers have been "The Acknowledged Standard" for automobile tire repairing for years. They were in use in 4.895 Garages in the United States, July 1, 1909.

We now offer to Motorcycle Repairmen, The Shaler Motorcycle Vulcanizer. It puts the heat right on the inside of the tire where the new fabric is applied and does away with the necessity of cutting away a lot of good rubber.

IT WILL PUT A BIG PROFIT IN YOUR CASH-DRAWER

## The PIONEER For 1910

NOW READY FOR DELIVERY NOTE THE EXCLISIVE **FEATURES** 



NOW READY **FOR** DELIVERY THE ONE

SILENT MOTORCYCLE

Моток, 3½" Воке; 4—4½ Н.Р.

Hese-Bright Auto. Size Annular Ball Bearings Valves in Head, Mechanically Operated Single Cam Operates Through Pull Rods Bosch Magneto, Shaft Driven Seamless Brass Tanks Crank Hanger Adjustable All Directions Triple Compound Spring Forks Genuine Watawata V Belt Wheel Base 56 Inches Wheels 26 or 28 Inch

THE ROYAL MOTOR WORKS, Inc., Worcester, Mass.

## NONE LIKE IT

This spark plug is the only plug of its kind—it is absolutely the only plug made that is infallible—no amount of short-circuiting matter will affect the sparking qualities in Reliance Spark Plugs.

Mechanically correct in every detail—even the porcelain is different—made of a new heat proof composition—if by accident you break a porcelain the plug remains proof against leakage of current, it being provided with a mica tube through which a copper quill or central electrode (which makes contact with a hair-like platinum wire) passes.

## =SEE THAT POINT=

It means perfect ignition in every sense of the word. Owing to its smallness and unique construction it assures you of a spark always. Even water, which is the worst of short-circuiting matter, has no effect. How then can soot or other fouling matter mar the sparking qualities?

Ask your dealer or send direct for valuable information about perfect ignition.

Made in porcelain or mica backs.

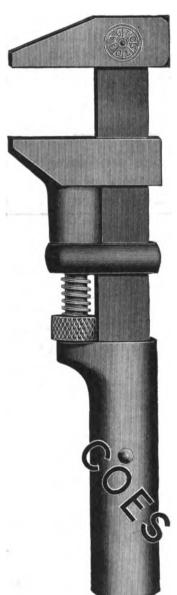


230 High Street, NEWARK, N. J.

S. & F. Stephenson, Agents for United Kingdom, 19 Canning Pl., Liverpool, Eng.

Armand Frey & Co., Agents for Continental Europe, Berlin, Germany

## THE NEW MOTORCYCLE COES WRENCH

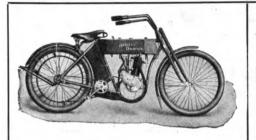


To meet the needs of Motorcyclists who want a small wrench of strength and reliability

Coes Standard
quality, opens
1 3/16". 6" long
We make fifty sizes in
five styles
Order thro your dealer
or of any cycle supply
jobber

Get our Catalog

COES WRENCH CO., Worcester, Mass.



## 3 HARLEY-DAVIDSONS

started in the strenuous Endurance Contest held by the Chicago Motorcycle Club, July 9th, 10th, and 11th, and ALL OF THESE MACHINES FINISHED THE CONTEST WITHOUT ONE SINGLE ADJUSTMENT AND

#### WITHOUT BREAKING ONE SINGLE SEAL

MORE THAN THIS, it was the opinion of everyone who saw the HARLEY-DAVIDSON machines at the completion of the trying ordeal that both the machines and their riders were in the best condition by far of any machines or riders in the contest. After 600 miles of hard riding, over roads which in places were really no roads at all, all three of the HARLEY-DAVIDSONS were in the very

#### PINK OF CONDITION

and willing and ready for 600 or 6000 miles more without one second's preparation.

No other motorcycle in the world has the ability to STAND UP like the HARLEY-DAVIDSON.

#### SPEED? WELL I GUESS!!!

The latest killing was at Omaha, Nebraska, July 18th, when Walter M. Bell (not a factory expert either), riding a single cylinder HARLEY-DAVIDSON, won every race in which it was possible to enter, defeating a classy bunch of racers into the bargain.

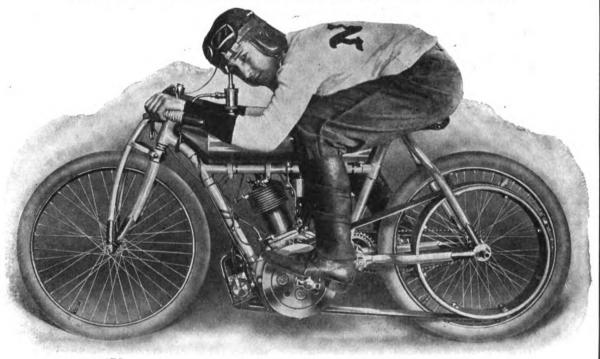
## Harley-Davidson Motor Co.

Milwaukee, Wisconsin



## Performances of the Past

Are the Surest Guarantee of the Future



THE N. S. U. WORLD'S RECORD "7"

ERSONALLY you do not care for speed. What you want to know is: How does the N. S. U. behave in the hands of its owners? How reliable is the N. S. U. Motor? What are the enduring qualities of the N. S. U. Motorcycle in general?

These are questions which the N. S. U. enjoys, questions which can be answered by actual performances on the Track, Road or Hill. It is a proven fact that no matter what the nature of contest may be, if the N. S. U. enters, its performances prove to be almost marvelous and verify our

assertion as to its standing.

#### THE WORLD'S BEST MOTORCYCLE

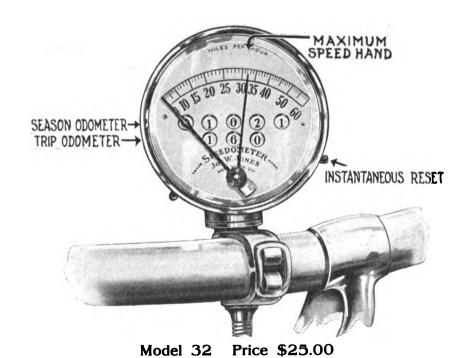
- **IN SPEED CONTESTS** we can boast of numerous World's Records, both amateur and professional. So phenomenal were the times made by the N. S. U., that protests were filed claiming over size of the N. S. U. Motors.
- **HILL GLIMBING** the N. S. U. again proves itself little short of a marvel. N. S. U. Motors almost half the size of its competitors perform so miraculously that the protests which again prevailed were not surprising.
- IN ENDURANCE CONTESTS, also, the performances of the N. S. U. have never been equalled. Both during 1908 and 1909 the N. S. U. has covered itself with glory. Perfect scores and Gold Medals seem to go in conjunction with the N. S. U. Its perfect design and its absolute mechanical perfection place it in the front rank as the most serviceable, economical and thoroughly dependable motorcycle on the market. You surely will be interested in a motorcycle which approaches nearer the Ideal than any other machine manufactured; therefore write for our beautiful catalogue M to-day.

N. S. U. MOTOR CO., 206 W. 76th St., New York City

# You Need A JONES SPEEDOMETER

Whether you ride in the F. A. M. Endurance Contest or whether you never leave the streets of your own city. Speed Laws are strict---more so now than ever before. The Jones is accepted in Court as undisputable testimony in cases of arrest for speeding. In riding to a schedule you simply have got to have a JONES. The new Jones Model 32 is the most complete and accurate motorcycle speedometer made.

JONES SPEEDOMETER DEP'T, UNITED MANUFACTURERS, INC.
BROADWAY AND 76th STREET, NEW YORK



# The New 1910 RACYCLE MOTORCYCLE

will appear in the F. A. M. Endurance Run from Cleveland, Ohio, to Indianapolis, Indiana, on August 10th.

¶Watch for it, and see how it performs—for it is sure to make a "hit."

The Racycle Motorcycle has ALWAYS had a good reputation. It is not an experiment but a machine that has "delivered the goods."

¶ The New 1910 Model incorporates all the BEST ideas in Motorcycle construction and many improvements over old ideas. It is equipped with

## The Musselman Motor Coaster-Brake

¶ Watch that, too, for it is a decided improvement over the old style Motor Coasters and is the only motor brake on the market that has the air-cooled feature and that does not require a side arm.

"It's as Powerful as an Air-Brake"

Write for Free Illustrated Catalog, describing in detail, both the Racycle Motorcycle and the Musselman Motor Brake

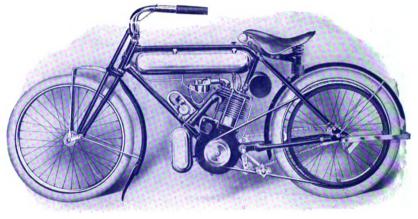
### THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

Licensed Coaster Brake Manufacturers

# Comfort, Silen

THESE are the most striking characteristics of the M. M. Motorcycle, positively the easiest riding machine ever produced in this or any other country.

M. M. Riders
Stick to
M. M. Machines
WHY?



SPECIAL MAGNETO.

Simply because they give the best possible all-around service, regardless of the amount of money invested.

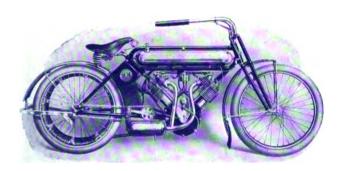
### **DISTRIBUTING**

American Motor Company - - 218 Clarendon St. - - Boston, Mass. Geo. P. Jenkins - - - - 10 W. 60th St. - - New York City. L. E. French - - - - 895 Main St. - - Buffalo, N. Y.

## American Motor

# ce and Efficiency

THE key to success for any agent is to have his riders keep riding and maintain their enthusiasm over the same machine—all the time.



That is the Certain Result of an M. M. Agency

TWIN. BATTERY.

Our Agency Proposition is a Hummer, a Genuine, Positive Money-Maker. If you're wise you will write for our proposition.

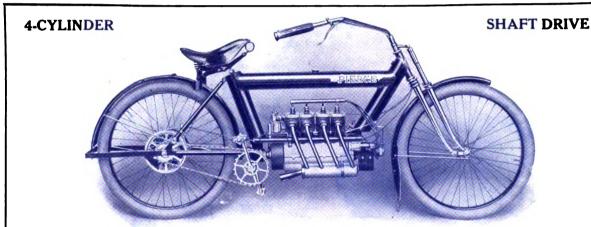
### **STORES:**

G. M. Greene - - - Mgr. Am. Motor Co., 1536 Michigan Ave., Chicago, Ill. American Motor Co. of Texas - - M. M. Building - - Dallas, Tex. Lincoln Holland - - - 1034 So. Main St. - Los Angeles, Cal.

## Co., Brockton, Mass.

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The Pierce Four-Cylinder Motorcycle combines all the advantages of design and construction that will be demanded by any discriminating rider. The Pierce is best appreciated by those who have had a broad motorcycle experience, and their unanimous verdict is that it is the best designed and best built motorcycle on the market.

### THE YEAR'S RECORD

During the present season the Pierce has been sold in all sections of the country, as well as abroad. In many instances the machines have gone into the hands of inexperienced users. Universal satisfaction has been the rule, and the machines have met and overcome most trying conditions in all parts of the country.

Aside from superior construction we claim to have advantages over all ether motorcycles in the following foatures:

4 Cylinders, shaft drive, large frame, automatic oiling system, no tanks, magneto, two brakes, low position and easy control.

We have increased our original estimate of production for 1909, and are able to take care of all orders received.

Correspondence is solicited. Literature on request. We also manufacture the world-famous Pierce Bicycles in rigid and cushion frames.

### THE PIERCE CYCLE CO.,

Branches: DENVER, COLORADO, and OAKLAND, CALIFORNIA

# Rimplife Thes

Newark—264 Halsey St. Detroit—842 Woodward Ave. BRANCHES. Boston—292 Devonshire St. Chicago—20 La Salle St. Chicago—1301 Michigan Ave. Philadelphia—Empire Tire Co., 322 N. Broad St. New York—73d St. & Broadway. New York—148 Chambers St.

#### AGENCIES.

Atlanta, Ga., Dunham Rubber Co.; Atlantic City, N. J., Penn Auto Supply Co.; Boise, Idaho, Randall Dodd Auto Co.; Buffalo, N. Y., Empire Sales Co.; Cleveland, O., Motor Supply Agency Co.; Denver, Col., Denver Auto Goods Co.; Dallas, Tex., Munger Auto Co.; Jacksonville, Fla., Savell Rubber Co.; Los Angeles, Cal., Empire Tire and Rubber Co.; Minneapolis, Minn., Empire Tire and Rubber Co.; New Orleans, La., H. A. Testard; Norfolk, Va., Wm. H. Grover; Pittsburg, Pa., Consumers' Auto Supply Co.; Portland, Me., James Bailey Co.; Providence, R. I., Waite Auto Supply Co.; St. Louis, Mo., Gorman Bros.; Savannah, Ga., Harris Tire Co.; Syracuse, N. Y., Central City Rubber Co.; Toledo, Ohio, W. G. Nagel Electric Co.; Auto Specialty Co., Kansas City, Mo.

### EMPIRE RAISED TREAD MOLDED MOTORCYCLE TIRES

THESE TIRES are extra heavy; made with heavy, closely woven fabric, and a lot of good rubber. They are tires that will give long and satisfactory service. With these tires we supply our molded, detached flap, which has proved such a great success with our automobile tires.



EMPIRE RAISED TREAD.

### EMPIRE LIGHT MOTORCYCLE TIRE

This tire is of lighter construction than the molded tire, and is cured flat. It is, however, a thoroughly strong and serviceable tire. It is the best tire obtainable at the very reasonable prices charged.

Empire tires wear longest because they are made by skilled workmen on modern machinery and of the best material obtainable.

### EMPIRE PEERLESS V BELT



Strong, flexible, durable, practicable, non-stretchable. Made in four sizes for 28° pulleys only; length, 8 ft. 7 ins.

We solicit a trial order, and are confident you will pronounce it the best belt you have ever used.

### **EMPIRE MOTORCYCLE TUBES**



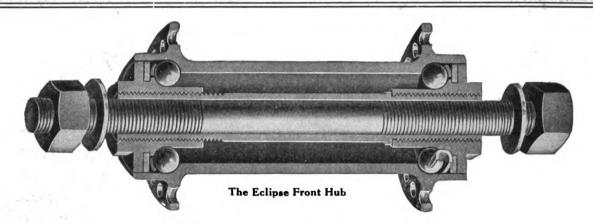
Both the endless and the butt-end styles are furnished in two grades and weights of rubber. The Empire gray tubes are of the standard thickness and weight, and made from fine Para rubber. The Empire Peerless tubes are made from red rubber, and are very much thicker, heavier and stronger than gray tubes. The Empire Peerless red tubes are put through a special process which prevents deterioration. These are the best tubes that have ever been offered for motorcycle use.



Empire Tire Co.



TRENTON, N. J.



### The Chicago Endurance Run Winners all Rode Machines Fitted with Eclipse Coaster Brakes

Read and be Convinced

Mr. Ralph D. Webster,

c/o Eclipse Machine Co., Elmira, N. Y.

Dear Sir:

Doubtless you will be pleased to know that the three Yale Motorcycles ridden by the Yale Team, which won the Chicago Motorcycle Club Endurance Contest, July 10th and 11th, being awarded the Silver Trophy Cup, were fitted with Eclipse Coaster Brakes.

Six hundred miles without making an adjustment of any kind, at an average speed of 20 miles an hour, establishing a record for dependability unheard of in the history of Motorcycle building, and establishing a world's record for reliability.

The Consolidated Mfg. Co., A. B. Coffman, Sales Manager.

Our Front Motorcycle Hubs, illustrated above, have been greatly improved by the use of the knock-out axle. The ball cups of the hub shell are turned from bar steel and accurately ground. The cones are turned from special cone steel and are screwed on a central quill with wrenchtight fit. The axle passes through the quill, thus making possible easy removal of the wheel.

Is a Comment Necessary? If, however, you still desire to be shown, see our representative at the store of the HEARSEY-WILLIS CO. Indianapolis during the F. A. M Meet, or write directly to

The Eclipse Motorcycle Coaster Brake is the first of its kind designed for motorcycle use. The mechanical principles are similar to those used in the Eclipse Bicycle Coaster Brake—the screw, the wedge and the lever. The Eclipse is made from 3-inch round bar stock, and it runs and coasts on perfectly designed ball-bearings. Special attention has been paid to lubrication.

TOLEDO, O., July 21, 1909.

### ECLIPSE MACHINE CO., ELMIRA, N. Y.

LICENSED COASTER BRAKE MANUFACTURERS=

## This Tire

### Drives Your Tire Troubles Away!

The Goodyear Strong Fabric Moulded Clincher Motor-cycle Tire is the toughest—yet easiest riding—motorcycle tire made.

It wears the longest, causes the least trouble—costs the least for upkeep—and is most easily repaired.

The fabric which goes into this tire—the toughest fabric known—is such that even if the tire is cut or jagged by sharp stones, or other obstacles, it can be repaired with ease.

The fabric, being so closely woven, does not separate. Unquestionably, the



Note the casing of this most durable of all motorcycle tires. Send for a sample section and examine the four plies of the strongest, toughest, most closely woven fabric put into any motorcycle tire on the market.

We can furnish this tire in either single or double clinch.



saves the user money in all ways as compared with any other tire, as you will see.

The wise motorcyclist who figures up the cost at the end of the season knows that the Goodyear is really the LOWEST PRICED tire on the market. It will outwear several pairs of the ordinary kind.

For the cover stock is of toughened rubber, the strongest made, especially treated, built for the extreme of wear, yet still retaining its resiliency. This is strengthened by the casing —moulded type—which has four plies of the strongest, toughest, most durable, most closely woven fabric put into any motorcycle tire. This is the famous Sea Island fabric, which costs 55c a yard. We could use common muslin at 5½c a yard. But it requires 300 pounds to break Sea Island fabric, while common muslin breaks at 40 to 60 pounds. Hence it

### Strong Fabric Motorcycle Tire

wouldn't do for the Goodyear Strong Fabric Moulded Clincher Motorcycle Tires.

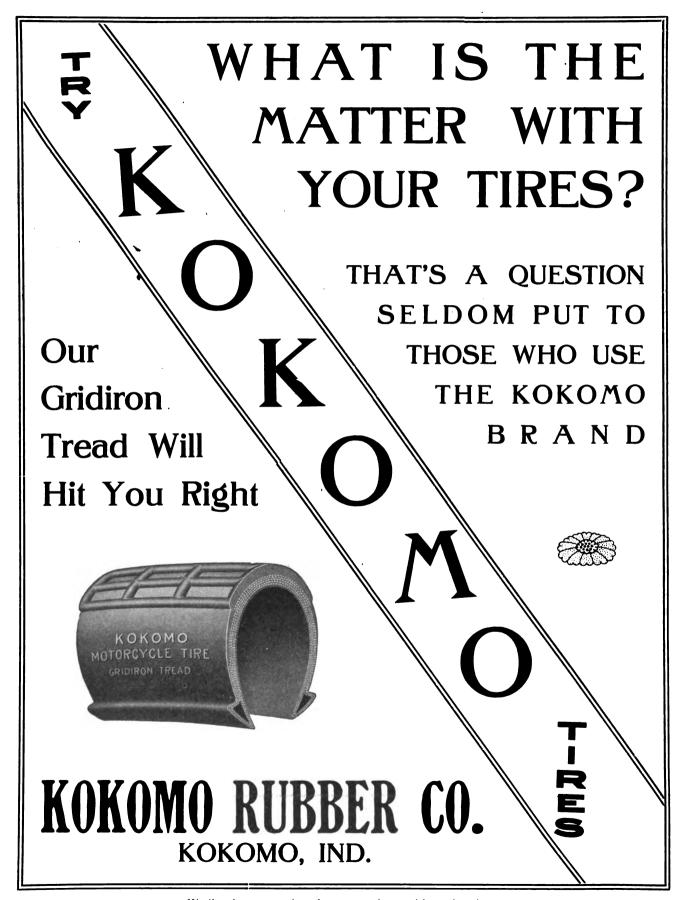
The Goodyear Tire can be permanently repaired. Some motorcycle tires are "done for" just as soon as they are slightly damaged.

The tube is of the same stock we use in our famous Red Seal Automobile Tubes. Butt end or endless type.

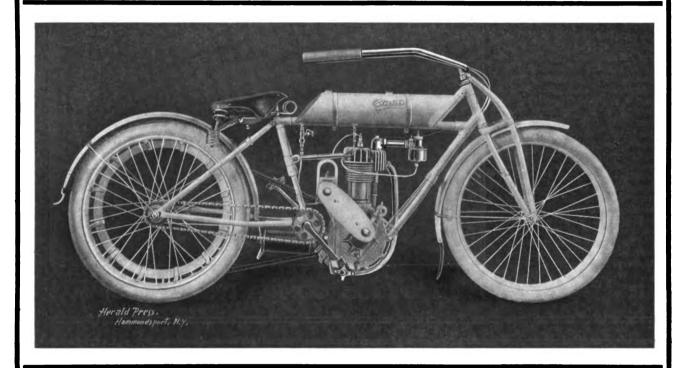
The only rubber used in Goodyear Tires is the finest of new Para, quoted at \$1.50 a pound today. We could use "Borneo" or "Guayule" at 35c a pound, or even "reclaimed" rubber from the junk pile at 10c a pound. But this wouldn't do for a Goodyear, any more than common muslin. With all their strength and durability Goodyear Motorcycle Tires are the most resilient, easiest riding. We can furnish them in either single or double clinch. Write for sample section. Get our special agency proposition.

### The Goodyear Tire & Rubber Co., Street Akron, Ohio

**BRANCHES:** Atlanta, 90 N. Pryor St.; Boston, 261 Dartmouth St.; Chicago, 82-84 Michigan Ave.; Buffalo, 719 Main St.; Cincinnati, 317 E. Fifth St.; Cleveland, 2005 Euclid Ave.; Denver, 28 W. Colfax Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-951 S. Main St.; New York City, 64th St. and Broadway: Philadelphia, Broad and Fairmount Aves.; Pittsburg, 5988 Center Ave.; San Francisco, 506 Golden Gate Ave.; St. Louis, 3935-37 Olive St.; Washington, 1026 Connecticut Ave.



## BE SURE YOU'RE RIGHT



Don't buy on guesswork. Don't take every claim at its face value. Investigate before you decide. We invite this because we know our product will stand investigation.

### WE CAN TELL YOU

all Curtiss engines develop more power and speed for the same cubic capacity than any other engines in the world. we won the only Diamond Medal in the 1907 F. A. M. Endurance Run and Highest Awards in both classes of the 1908 F. A. M. Endurance Run.



Roller Bearings are better than bronze. the Curtiss "V" Belt Transmission, with 6 years of experience behind it, is the best in the world.

the Curtiss Frame and Fork Construction has proven superior to all other types.

Write us and ask for Catalog C, describing the famous "World's Record" Motorcycles. Most complete line ever offered. One to three cylinders; three to ten horsepower. Sidecars, Delivery Vans, etc. Some good territory still open. Write to-day.

## THE HERRING-CURTISS COMPANY HAMMONDSPORT, N. Y.

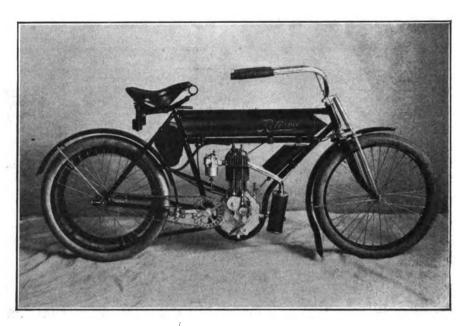
Successors to The G. H. Curtiss Mfg. Co.

New York Distributors, "Curtiss Motorcycle Co.," 1203 Bedford Avenue, Brooklyn, N. Y. Pacific Coast Distributor, G. A. Faulkner, 351 Twelfth Street, Oakland, Cal.

### A NAME THAT ELIANGE-MEANS SOMETHING

HIS machine is made to live up to its title-and it does it. Manufactured in singles and twins-5 models in all—the Reliance is the machine for the rider of moderate means. Our Model C.. for example, costing only \$200, is so perfectly balanced that a test on the stand showed a maximum of over 4,000 R. P. M. and a minimum of well under 250 R. P. M. In both cases spark was fully advanced, and the result obtained entirely by throttle control. The valves are mechanically operated by separate cams, doing away entirely with outside push rods and rocker arms, making many less parts to wear and get out of adjustment, a most important feature with mechanically operated valves.

This machine is a big favorite with both dealers and riders, for it always makes good.



RELIANCE MOTOR GYGLE GOMPANY, OWEGO, N. Y.

**BE SURE** YOU KNOW THE

IT PAYS TO KNOW

AVAIL YOURSELVES OF THE BEST IN IGNITION **MOTORCYCLISTS:** SYSTEMS—USE A PITTSFIELD SYSTEM



Don't get caught on the road with a defective Coil and have to trundle your motorcycle miles to the nearest repair shop.

The Pittsfield Motorcycle Coils will shoot the same steady, efficient spark into your motor at all times.

The mica insulation of the Pittsfield Motorcycle Spark Plugs does not crack. It is practically one solid mass of mica. Specially prepared electrodes afford the maximum resistance to the high tension current.





4 Lead Motorcycle Coil

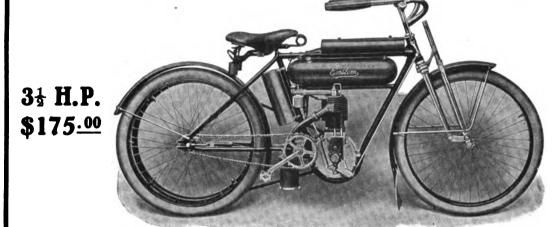
Magneto Spark Plug

Is your Motorcycle a single or Two cylinder one? We have coils for both in flat and conical ends.

### PITTSFIELD SPARK COIL CO., Dalton, Mass.

Sales Representatives: New England States, W. J. Connell, 36 Columbus Avenue, Boston; Atlantic States, Thomas J. Wetzel, 29 West 42nd Street, New York; Central States, K. Franklin Peterson, H.V. Greenwood, 166 Lake Street, Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

## WATCH THE EMBLEM'S FIRST EXPERIENCE IN THE ENDURANCE RUN CLEVELAND to INDIANAPOLIS



4 H.P. \$200.00

### EMBLEM MOTORCYCLES

MANUFACTURED BY

Emblem Manufacturing Co., ANGOLA, N. Y.

### THE STRENGTH OF SAMSON

IS CHARACTERISTIC OF

### THE CROUCH MOTORCYCLE

This is no fad machine, no freak—The CROUCH is built to withstand the hard knocks of road riding, and it makes good

THOROUGHLY UP - TO - DATE

DOUBLE BAR FRAME-LARGE TANK-NEW GRIP CONTROL - NEW BELT TIGHTENER, GIVING FREE ENGINE AND OTHER FEATURES

ENTIRELY DEPENDABLE

If you want a first-class machine at a moderate price, you will buy a CROUCH Single : : Agents wanted

### BEST VALUE FOR THE MONEY

WRITE TO-DAY TO

CROUCH MOTOR COMPANY, STONEHAM, MASS.

### THE 1910 GREYHOUND

has been in active preparation for a long time.

The orders under which this model was designed and produced contemplated just one thing—that it should be in all respects the best motorcycle that it is possible to build. The designers were not hampered by the first consideration of cost nor of factory precedent nor of ny stock parts to be used—it is a new motorcycle from blue-print to crate, and if it doesn't surprise some of you and delight all of you it will be passing strange.

In lines it is all grace and symmetry in metal.

In weight, just that medium that gives strength to take all the grief of the road and keep doing it, and at the same time to eat up the hills with any weight rider.

In control, the most flexible thing you ever saw, almost answering your thought!

In short, you must see it to know what the modern motorcycle should be. Keep your eye out for

### E 1910 GREYHOUN

### THE ONE BEST B

NO USE in buying imported motor and bicycle saddles now. The Troxel Eagle Motor and Bicycle Saddles are recognized

by the motor and bicycling public to be, without question, the best saddles ever offered to the trade.

You can have the best by specifying same.

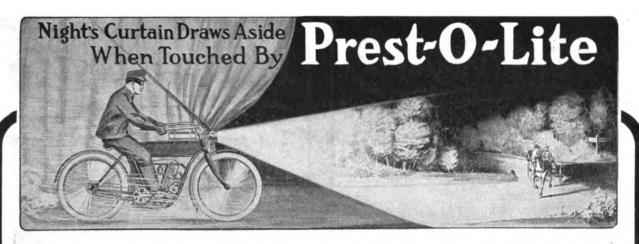
We do not ask you to take our word. Just compare the style, quality of leather, springs and workmanship with anything that is offered



you and we will leave it to your own good judgment. Our guarantee is very peculiar in one way, that is, we live up to it. Write for catalog and guarantee to

THE TROXEL MFG. COMPANY, Elyria, O., U. S. A.

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Over 100,000 automobile owners use Prest-O-Lite. Most of these have learned, through sorry experience, that feeble oil lamps and treacherous generators are sources of trouble, danger and expense.

Motorcyclists, with the same old lighting problem, are reaching the same solution.

With Prest-O-Lite there is no uncertainty, no dirty work, no spurts of light, no intervals of darkness.

The road is flooded with light. The flame is steady, no matter what the bumps. Turned on and off like a gas jet.

The Prest-O-Lite Motorcycle Gas Tank is 12 in. long and 4 in. diameter. Weighs 7 pounds. Holds 10 ft. of gas—40 hours of light.

PRICE \$10 FULL TANK 75c.

Thirty-day trial plan.

See your dealer, or write us.

The Prest-O-Lite Co., 246 E. South St., Indianapolis, Ind.

Branches at New York, Boston, Philadelphia, San Francisco and Cleveland. 3,000 Exchange Agents

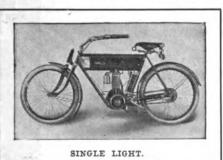
### TRACK RECORDS BROKEN BY THE

### FLYING MERKEL

At Point Breeze track, Philadelphia, on June 12th Stanley T. Kellogg on Twin Merkel won the five mile and twenty-five mile open events, breaking



the track records—both events. At the Hill Climb of the N. Y. M. Club at Hastings-on-the-Hudson, June 19th, Kellogg again demonstrated the speed of the Merkel by running a tie—the free for all class—the fastest time ever made on the hill. At Cincinnati, Ohio, on June 23rd, Emil Buerges on a Single Cylinder Merkel



won the five mile open, the three mile 30.50 class, the Marathon distance race, 26 miles 385 yards, and was second in the 10 mile handicap.

There is SPEED, COMFORT and RELIABILITY in the Merkel

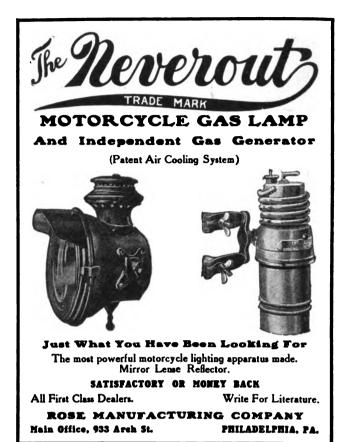
### MERKEL-LIGHT MOTOR COMPANY

POTTSTOWN, PA.

OVINGTON MOTOR CO., 2234 Broadway, New York Distributors.
OLLIER & WORTHINGTON, 1100 S. Main St., Los Angeles; 500 Golden Gate Ave.,
San Francisco, Cal., Pacific Coast Distributors.

CATALOG ON REQUEST







## Solar Lamps

live up to their reputation. Their good name is the result of twelve years of successful lamp building. If you want the very best there is, the one lamp that will make night riding positively safe, then get a Solar. To insure a steady flow of gas you need a Solar Generator also.

### THE BADGER BRASS MFG. **COMPANY**

Two Factories KENOSHA. WIS. 437 Eleventh Ave., NEW YORK



### **SHAMROCK GLORIA** BELT

#### **KEYSTONE** THE

OF THE MOTORCYCLE

There is no belt which can afford the motorcyclist absolute satisfaction unless it be that of the rubber and canvas type, and

> THERE IS ONLY ONE RUBBER BELT: IT'S

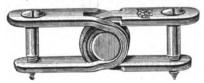
### SHAMROCK GLORIA

known throughout motorcycle circles as the only perfect, troubleless motorcycle transmission in the world. Every Belt is molded separately, inspected, and a Perfect Product is the Result.

### AVOID SUBSTITUTES, INSIST ON THE GENUINE

Every manufacturer supplies them, every dealer handles them; if not, we'll tend to vour wants.

N. S. U. BELT LINK



The life of your belt whether rubber or leather depends considerably on the fastener; it must be flexible, strong and of the correct principle. There's only one fastener to consider, the N. S. U.

Sent by mail, \(\frac{2}{4}\)' 30c.; \(\frac{7}{8}\)' and 1'' 40c.

There are many other specialties you need, too, fully illustrated and explained in our specialty booklet.

WRITE TO DAY.

N. S. U. MOTOR COMPANY.

206 West 76th Street, New York City

### BEAVER WATERPROOF LEATHER BELTING THE IDEAL MOTORCYCLE BELT

BEAVER Belting is tanned by a secret process, making an absolutely insoluble leather of great tensile strength. Is not affected by climatic conditions and resists the action of water, oil and the fumes of gases. Will transmit more power, stretch less, wear longer, and is the only belt on the market that will not slip when wet.

In writing for prices specify dimensions and description of Belt required.

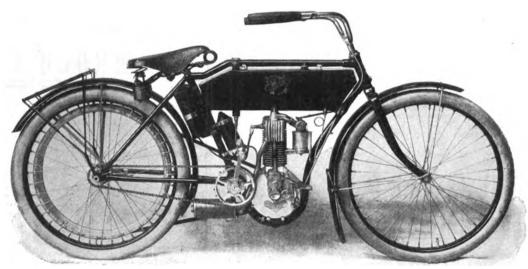
American Belting & Tanning Co. Motorcycle Belts 242 Chestnut St., Philadelphia, Pa.

### AGENTS, LOOK HERE

The MINNEAPOLIS DIRECT-DRIVE MODEL FB \$185.00

60 Days Only \$175.00

Thor Motor and very best equipment all around



MINNEAPOLIS MOTORCYCLE CO., Inc. 517 SOUTH 7th STRE MINNEAPOLIS, MINN.

517 SOUTH 7th STREET



### IT IS TIME TO EQUIP

your motorcycle with a Speedometer or a combination Speedometer-Odometer.

When you do, get a good one.

The STANDARD is guaranteed to be and to remain both accurate and steady even on rough roads, and it is a good looker.

> Strong Cast Fittings for Every Make of Machine.

STANDARD THERMOMETER COMPANY



65 Shirley Street.

### If You Were Buying Theatre Seats

and paid the price of a cushioned orchestra chair, would you be content with the discomfort of a hard bench in the gallery? You know you would not.

Then, in buying a High-Grade Motorcycle, why accept it if fitted with a "hard bench" when, by insistence, you can obtain what you are entitled to, the Perfect Comfort of a

PERSONS CHAMPION SADDLE.



#### PERSONS SADDLES ARE ALL CUSHIONED SEATS

Cushioned by Compound Springs and Oak-tanned Steer hides. Every Dealer or Rider who pays the price of a High-Grade Machine is entitled to a PERSONS. If he takes less he should pay less for his machine. The Wise Dealers everywhere specify and recommend PERSONS Saddles above all others.

SEND FOR CATALOGUE

THE PERSONS MANUFACTURING CO.. WORCESTER, MASS.

### FANSTIEHL COILS

FOR MOTORCYCLES



### Guaranteed Absolutely for 5 Years

Our patented system of Pancake winding explains this, and also the wonderful efficiency of all Pfanstiehl

Three reasons for our great popularity:

INDESTRUCTIBILITY RELIABILITY PRICE

Pfanstiehl Electrical Laboratory NORTH CHICAGO, ILL.

### Motorcycle Trip Cyclometers

Made specially for Motorcycles. Made larger and stronger to withstand the rough usage to which it is subjected to on the Motorcycle.

061 3191

With the new adjustable bracket (which is regularly sup-plied) The Vec-der Motorcycle Trip Cyclometer can be attached to all makes of Motorcycles.

Fully Guaranteed.

Supplied for 26" or 28" wheels.

Price \$3.00 complete with Motorcycle Striker.

THE VEEDER MFG. CO., 42 Sargeant St., Hartford, Conn.

Makers of Odometers, Cyclometers, Counters, Tachometers. Tachodometers and fine castings.

### THE GENUINE WATAWATA



INCREASES YOUR POWER. INCREASES YOUR SPEED. REDUCES YOUR EXPENSE.

One inch width, per inch, - - Seven-eighths inch width, per inch, -Ten cents.

"Belt Cost" is determined by the number of miles a dollar's worth of belting drives you. If a belt costing you five cents per inch drives you for one thousand miles, that is at the rate of fifty cents per inch or six dollars per FOOT FOR TEN THOUSAND MILES.

FIGURE IT OUT YOURSELF.

THE GENUINE WATAWATA BELTS are good for from eight to fifteen thousand miles, and so are THE CHEAPEST BELTS ON EARTH.

5,000 MILES WITH FORECARRIAGE!!

Mr. G. S. writes: "Since purchasing in June, I have run the Watawata 5,000 miles on a 3½ Bat, mostly with forecarriage fitted."

watawar 5,000 miles on a 3/2 bat, mostly with forecarriage fitted."

Mr. H. R. Fowler, Birmingham, writes: "I have one of your Watawata belts which has now been ridden about 10,000 miles."

A MINISTER'S EXPERIENCE.

The Rev. H. B. Davies writes: "The ½-inch belt on my 3 h. p. has done well over 7,000 miles this season, including 1,279 miles in the six days' record. Their immunity from trouble has made me an enthusiastic supporter of your belts."

2,750 MILES WITHOUT REPAIRING.

Mr. T. Morrison Garrood writes: "The ½-inch Watawata has already run some 2,750 miles without tightening, and it has greatly increased the pace of my machine."

A Fastener free with each Belt. Send Money Order with Order for prompt service, to

MANUFACTURING CO., WORCESTER, MASS.

New York and Brooklyn Retail, F. A. Baker & Co.



### Grinnell Auto Gloves

are made of "Reindeere" and Coltskin - the softest and most serviceable of glove leathers. They are

### VENTILATED

by rows of tiny holes across the back, too small to admit dust. The gauntlet is kept from sagging by the patented

### "RIST-FIT"

-a "V" of soft leather set into the cuff, which allows a nug, comfortable fit at the wrist.

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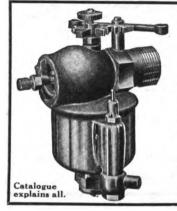
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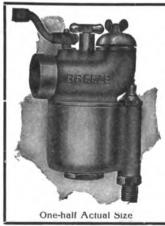
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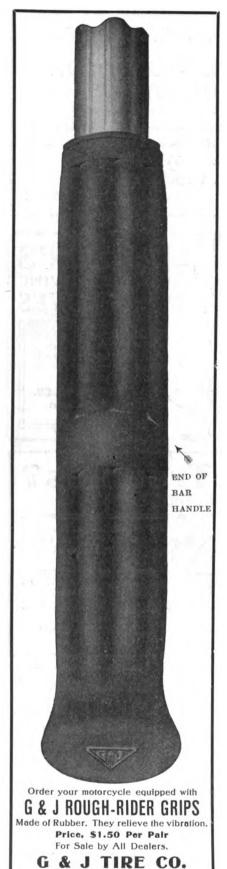
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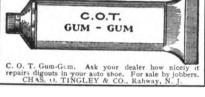
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### MOTORCYCLE PUBLISHING CO.

299 BROADWAY

**NEW YORK** 



PUBLISHED BY THE MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK CITY.

### INDIANAPOLIS GETS F. A. M. PRESIDENCY

FRED WILLIS NAMED AS THE HEAD OF THE FEDERATION, AND LE ROY COOK, OF NEW YORK, AS ITS SECRETARY—FOUR SESSIONS OF THE CONVENTION, WELL ATTENDED AND INTERESTING—SECRETARY AND CHAIRMAN OF COMPETITION COMMITTEE TO HAVE STENOGRAPHIC HELP—\$400 FOR NEW MEMBERS—TO REVISE CONSTITUTION AND AFFILIATE WITH THE AUTO CYCLE UNION.

WELL attended and wonderfully enthusiastic, the F. A. M. 1900 meet at Indianapolis, with its convention, endurance run, speedway races and entertainment of visitors, closed Saturday night with the election to the presidency of Mr. Fred Willis, of the Hersey-Willis Company, whose home and place of business is in the capital of the Hoosier State. The selection of Mr. Willis proved not only a worthy crowning of a week's series of important events, but, as well, the establishment of a new precedent, the election of a western executive. That the Indiana motorcyclists deserve to call the F. A. M. president their own was proven time and time again during the week. It was shown that motorcycledom in that part of the country is in a position to call upon men of unusual executive ability, unbounded enthusiasm, and the quality of doing things as they ought to be done. The arrangements had been made so as to measure almost to the point of perfection, and while one important feature, the speedway races, fell flat, it certainly was not because G. H. Hamilton and his fellow-workers had not done all within reason to make every portion of the programme entirely successful and wholly satisfactory to the hundreds of F. A. M. members who came from all parts of the country to make the most of the fine programme which those in charge of the meet outlined and subsequently carried out, except as to one hitch, entirely beyond their control..

#### The New Officials.

The government of the F. A. M. during the current year will be the privilege and responsibility of the following: President, Fred Willis, Indianapolis; Eastern vice-president, C. C. Wilbur, Keene, N. H.; Western vice-president, Charles Wyatt, Indianapolis; Southern vice-president, E. M. Hughes, Louisville; Pacific vice-president, C. M. Frink, Los Angeles; Secretary, Le Roy Cook, New York; treasurer, Dr. G. B. Gibson, Westboro, Mass.

Dr. J. P. Thornley, who is now chairman of the competitive committee, will in all probability be reappointed. Mr. Willis was nominated by Mr. Ovington, while Mr. Griffith nominated Dr. C. J. Berrick, of Buffalo. Speeches were made in behalf of both candidates, whereupon Dr. Thornley, who had taken the chair at Mr. Ovington's request, named as tellers Eugene C. Kircherer and J. Leo Sauer, both of New York. When the ballots had been counted, and it was found that Mr. Willis had been elected by a vote of 84 to 37, the defeated candidate moved to

make the election unanimous. This was done, to the tune of hearty cheers, skillfully engineered by Mr. Ovington. The president-elect responded felicitously, proving himself a gentleman of a pleasant personality, a fund of good ideas, and one possessed of both executive ability and the faculty of reasoning logically.

#### Le Roy Cook Made Secretary.

There was only one nominee for this office, Le Roy Cook, secretary of the New York Motorcycle Club, and formerly editor of MOTORCYCLE ILLUSTRATED. Mr. Cook was one of the competitors in the Endurance Run, and won the admiration of all who witnessed or heard of his plucky performance in the face of most discouraging obstacles. Cook's election was made by acclamation, the secretary casting the ballot.

The vice-presidency of the Western District went to Charles Wyatt, president of the Indiana Motorcycle Club. Mr. Wyatt's opponent was Frederic B. Hart, of Chicago, who, because of his capable presentation of arguments during debate on the convention floor, had been prevailed upon by his friends to stand for the office. The vote was, Wyatt, 59: Hart, 35, and upon Mr. Hart's motion, the election of his opponent was made unanimous.

The Indianapolis boys almost succeeded in capturing another office. Had it not been for the self-sacrifice of Harry Graff, who declined the nomination for treasurer, he would undoubtedly have been chosen, for he admittedly had the votes. As it was, Dr. Gibson was re-elected. The nominees for vice-presidents of the Eastern, Southern and Pacific Coast districts were unopposed, and in each case the election was by ballot cast by the secretary.

### The Opening Session.

At the convention's opening, Friday morning, after Secretary Wehman had read the minutes of last year's session in New York, President Ovington, in his annual report, called attention to the fact that the membership of the Federation had almost doubled during the past twelvemonth, that a healthy interest was being evinced in the development of the organization, and that the large attendance at this meeting, among other things, justified him in predicting still greater growth and more active interest during the current year.

First of all, the retiring president recommended radical changes in the constitution and by-laws, particularly to



### **BIG THINGS**

AT THE

### F. A. M. 1909 MEET

## AT INDIANAPOLIS AUGUST 10-14

President-Elect Willis.

#### ELECTION OF OFFICERS.

President, Fred Willis, Indianapolis; Vice-President for the Eastern District, C. C. Wilbur, Keene, N. H.; Vice-President for the Western District, Charles Wyatt, Indianapolis; Vice-President for the Southern District, E. M. Hughes, Louisville, Ky.; Vice-President for the Pacific Coast District, C. M. Frink, Los Angeles, Cal.; Secretary, LeRoy Cook, New York; Treasurer, Dr. G. B. Gibson, Westboro, Mass.

#### THE NEW COMPETITION RULES.

Three Classes—Private Owner, Trade Rider and Professional. Amateur Status of the Trade Rider established. Possibility of breaking away from the A. A. U. eliminated. Provisions to enable American amateurs to compete abroad without being professionalized. Only professionals permitted to change machines during any one track event. Stock machine defined. Corrupt practices clause strengthened.

#### THE ENDURANCE RUN.

From Cleveland to Columbus, the first day, and from Columbus to Indianapolis the second. Ninety-six started and thirty-eight finished with perfect scores. Nineteen makes of machines were represented. Arrangements perfect; thousands of enthusiastic spectators; one of the most gruelling tests to which motor vehicles have ever been subjected.

### BUSINESS OF THE CONVENTION.

Committee of twenty-five to be appointed to propose a complete revision of the constitution and by-laws. Chairman of Competition Committee and the Secretary were authorized to employ stenographic help. An appropriation of \$400.00 to be used to increase the membership. Arrangements to be made to affiliate with the A. C. U., of England, with a view to having international competition.

#### SPEEDWAY RACES.

The big track was not ready and only one day's races were held. The track was so rough that record riding was out of the question; in fact, the danger was so great that there were few starters in each event. Jake De Rosier was seriously injured by a fall in the ten mile professional.

#### ENTERTAINMENT OF VISITORS.

About five hundred F. A. M. members participated in the Meet. Three hundred of these were in attendance at the first session of the convention. The Meet Club did all in its power to make the stay of its guests a pleasant one, and it was the consensus of opinion that the Indiana Club had achieved unqualified success in that particular.

the end of giving every member proper representation, and of reducing the present excessive prerogatives of the president. Subsequently this suggestion was acted upon in the form of a resolution, which was unanimously adopted, authorizing the incoming president to appoint a committee of twenty-five to make the necessary changes, and thereupon to notify each member of a special meeting to be held as soon as possible, at which the revised constitution and by-laws may be acted upon. Incidentally, Mr. Ovington called attention to the fact that the only rival organization of the F. A. M. was now practically defunct.

Another suggestion made by the outgoing executive was that a committee be appointed to arrange to have manufactured metal replicas of the F. A. M. emblem, to be attached to machines; also cloth designs to be worn on sweaters, caps, etc., and to be sold to the members at practically cost.

With respect to the affiliation with the Auto Cycle Union of England, also proposed by Mr. Ovington, the convention authorized the incoming president to appoint a committee of three for the purpose of bringing about such a connection, and, as a result, international competitions.

In pursuance of another suggestion contained in the president's annual report, the convention decided to allow both the chairman of the competition committee and the secretary of the Federation, the privilege of engaging stenographic services at a cost not to exceed \$10 a week each.

Mr. Ovington expressed the thanks of the Federation to MOTORCYCLE ILLUSTRATED for inserting, free of charge, the membership advertisement which, he declared, had brought hundreds of replies. Mr. Ovington also thought it would be well to make this paper the official organ of the Federation. The editor of MOTORCYCLE ILLUSTRATED being called upon, he explained to the chairman and convention that it was best for both the F. A. M. and the paper that no such arrangements be made, simply because both the organization and the paper should be perfectly free and independent. Mr. Sauer moved, however, that the secretary be directed to periodically prepare F. A. M. matter for such publications as were willing to use it. He assured the convention that MOTORCYCLE ILLUSTRATED would publish official Federation material to the extent of a page per issue.

Mr. Ovington and Mr. F. P. Prial, the latter chairman of the membership committee, and whose report was read later, were substantially in agreement that at least 25 per cent. of the funds now in the treasury of the organization should be applied towards increasing its membership. Mr. Prial's report declared that the 1910 slogan of the F. A. M. should be "Ten thousand members or nothing." Pursuant to the recommendations of the president and the chairman of the membership committee, the convention authorized the expenditure of \$400 by this committee, said outlay to be devoted entirely to the purpose of enlarging the membership of the Federation.

In concluding his report, Mr. Ovington thanked the other officers and the members of the Federation for their help and encouragement, and informed the convention that, owing to the pressure of his business interests, he would under no circumstances accept a re-election. The demonstration accorded the retiring president when he had concluded the reading of his report, must have pleased him far more than could have any formal vote of confidence.

Eastern Vice-President Buffington reported a membership of 258 in his territory; also the appointment of W. F. Mann and E. L. Estabrook as commissioners of Massachusetts and Maine, respectively. Mr. Buffington also reported that at the organization meeting of the Eastern District the reinstatement of Mr. W. T. Marsh, of the American Motor Company, had been voted favorably upon. Later the convention took up this matter, and the reinstatement of Mr. Marsh was directed by a unanimous vote.

Mr. Hart called attention to the fact that, owing to a train of peculiar circumstances, the Western District had no vice-president, and was in a rather disorganized state. He explained, moreover, that in several important particulars, the constitution and by-laws of the Western District conflicted with those of the Federation, and he suggested that this matter be carefully examined into by the committee to be appointed to propose changes in the national constitution.

R. A. Holmes, vice-president of the Pacific Coast District, reported that he believed the district officials should have more authority. Chairman Thornley declared that chaos in the rules would result, and that while there was cause for complaint about prevailing conditions, this would be removed when, with the assistance of a stenographer, he was able to do his work with greater dispatch and more thoroughness.

There was no report from E. Y. White, vice-president of the Southern District.

Treasurer Gibson reported the following: Receipts, \$3,839.07; expenditures, \$3,415.40; balance, \$423.67, with \$187.85 received from Secretary Wehman after the treasurer's books had been balanced. President Ovington explained that the secretary's accounts had been brought entirely up to date, and that, though there had been a little unpleasantness, a proper adjustment of everything had been made.

Dr. J. P. Thornley, chairman of the competition committeee, reported his receipts and expenditures, urged that he have stenographic assistance, and explained some of the troubles he has had in the appointment of referees. He held that all things else being equal, the fairest man was likely to make the most enemies, and that it was hard to decide just how to take the complaints and protests which he is accustomed to receive now and then, regarding this or that referee. He promised simply to do his utmost to treat everyone fairly. Dr. Thornley's remarks were very cordially received.

Dwight Patterson, of New York, chairman of the legal committee, reported that owing to the illness of his father, he would be unable to be present. His report was read by L. H. Cornish. The report was similar to his able article in the August I issue of this paper. In addition, he cited the test case of the city of St. Louis against L. J. Mueller, in which the presiding judge rendered a decision that, under the law of the State of Miscouri, a motorcycle is not a motor vehicle. Since this case has not been appealed to a court of record, the decision could not be regarded as a very important precedent.

In this connection it may be noted that, since Mr. Patterson wrote his report, the above decision has been reversed by the Attorney General.

As an evidence of its appreciation of their services, the convention voted an appropriation of \$100 wherewith to purchase two cups, to cost \$50 each, for the retiring president and secretary.

The secretary of the Springfield, Mass., Club filed an application in favor of that city as the place for the 1910 meet. Of course, this matter will not be acted upon until next summer.

P ASADENA, Cal.—Owing to the speed laws in South Pasadena, limiting the speed of automobiles along the boulevard between Pasadena and Los Angeles, two motorcops have been placed there.

ONE of the recent converts to tri-car riding is J. G. Phelps Stokes, of Stamford, the well-known socialist. Mr. and Mrs. Stokes are to be seen almost every clear day, riding in and about their home city.



### THE ENDURANCE RUN



THE most notable motorcycle contest ever held in the United States, viewed from the standpoint of the number of entries and starters, was the Endurance Run conducted August 12 and 13, under the auspices of the F. A. M. One hundred and three had filed their entries, and of this number ninety-six faced the starter, at Cleveland, early Tuesday morning. Besides, the contest was well representative of the trade, nineteen different makes of machines having been entered. Finally, the run was managed to the point of perfection, the route was well chosen, the weather conditions were ideal, the competition close and interesting, and the enthusiasm among both riders and spectators was far in excess of the anticipations of the most hopeful among those concerned in the success of the meet.

#### The Honor Men.

Perfect scores were made by thirty-eight competitors, divided as follows:

Private Owners, Single Cylinder Class.—R. E. Underhill, Chicago (Harley-Davidson); L. Wipperman, Buffalo (Excelsior).

Private Owners, Twin Cylinder Class.—C. A. Kent, Erie, Pa. (Merkel); J. A. Turner, Chicago (Merkel); Don Klark, Detroit (N. S. U.); B. C. Ogden, Ashland, Ky. (Indian); A. G. Chapple, New York (Indian); A. H. Crocker, Chicago (Thor); R. D. Sporleder, Wawatosa, Wis. (Indian); R. W. DuSell, Aurora (Thor).

Trade Riders, Single Cylinder Class.—John McCarver, Indianapolis (Excelsior); A. G. Lyon, Chicago (Excelsior; Joseph De Salvo, Chicago (Excelsior); J. G De Gruchy, Columbus (Thor); George A. Heil, Angola (Emblem); S. Lacy Crolius, Milwaukee (Harley-Davidson); Frank Allerman, Milwaukee (Harley-Davidson); Walter Davidson, Milwaukee (Harley-Davidson); S. J. Chubbuck, Toledo (Yale); J. C. Turpin, Dayton (New Era); G. W. Lyon, Chicago (Indian); C. S. Hinckley, Aurora (Indian); William Staudt, Chicago (R-S); Glenn C. Crandall, Akron (R-S); W. Bewley, Reading (R-S); Guy M. Green, Chicago (M. M.).

Trade Riders, Twin Cylinder Class.—F. E. Wilkinson, Providence (Indian); B. A. Swenson, Providence (Indian); P. B. Whitney, Cleveland (Indian); L. J. Mueller, Cleveland (Indian); Wendell White, Pottstown (Merkel); Albert H. Peters, Buffalo (Torpedo); E. M. Hughes, Louisville (Indian); A. G. Schmidt, Sharpsburg, Pa. (Indian); F. L. Hunt, Rochester (Pierce); Charles Spencer, Springfield (Indian).

Well-earned gold medals were awarded to each one of the above perfect scorers. The following, with upwards of 900 points each, won silver medals: Wm. Tuebner, Pottstown (Merkel), 990; Chas. D. Foht, Erie (Merkel), 943; H. J. Kiefler, Buffalo (Kiefler), 936; John C. Glass, Angola (Emblem), 986; H. H. Gansen, Buffalo (Indian), 997; W. J. Lister, Cleveland (Harley-Davidson), 975; A. W. Lees, Cleveland (Harley-Davidson), 958; C. W. McDonald, Ashland, Ky. (Indian), 984; Robert S. Gray, Cleveland (N. S. U.), 910; W. W. Ingram, Rutland, Ill. (Yale), 990; George W. Reinhold, Philadelphia (Yale), 983; E. L. Morse. Columbus (New Era), 975; J. S. Tormey, Chicago (Thor), 975; George H. Squier, Chicago (Thor), 975; George H. Squier, Chicago (Thor), 975; George H. Squier, Chicago (Thor), 975; J. S. Tormey, New York (N. S. U.), 907; J. F. McLaughlin, New York (N. S. U.), 907; J. F. McLaughlin, New York (N. S. U.), 979; J. A. Schuster, Columbus (Merkel), 975; C. K. Ball, Owego, N. Y. (Reliance), 982; Sanford Davidson, Owego, N. Y.

(Reliance), 949; B. V. Chambers, Rome, Ga. (R-S), 973; V. H. Moss, Rome, Ga. (R-S), 990; Clarence R. Bailey, Binghamton, N. Y. (Reliance), 952; LeRoy Baker, Hammondsport, N. Y. (Marvel), 986; R. J. Buxe, Louisville (R-S), 990; P. J. Kuhn, Louisville (R-S), 956.

The following get bronze medals for finishing not more than two hours late: M. E. Gale, Angola, N. Y. (Emblem), 856; Charles H. Drude, Detroit (N. S. U.), 682.

Viewed from the standpoint of the reliability of the machines, a table showing the number of starters, number of perfect scores, and the percentage of points scored of the total possible in each case, is printed below:

Machine.	Started.	Perfect.	Total Points Possible.	Total Points Scored.	Per- centage.
Curtiss	I	1	1,000	1,000	100
Emblem	4	1	4,000	2,842	.71
Excelsior		4	5,000	4,000	. <b>8</b> o
Harley Davidson		4	7,000	5,933	.84
Indian	21	12	21,000	13,981	.66
Kiefler	I	0	1,000	936	.93
Marvel	I	0	1,000	986	.98
Merkel	7	4	7,000	6,908	98.
M. M		1	3,000	1,000	-33
New Era		1	3,000	1,975	.66
N. S. U	6	1	6,000	4.568	.76
Pierce		1	3,000	1,000	-33
Racycle		0	1,000	••••	
Reliance	5	0	5,000	2,017	.58
RS	15	3	15,000	7.859	.52
Thor	8	3	8,000	5,925	.74
Torpedo	I	1	1,000	1,000	100
Yale	4	1	4,000	2,973	.74

The Start from Cleveland.

The machines were marked under the direction of Mr. Hamilton, on Monday afternoon. None of the parts were sealed, as, owing to the unexpectedly large entry list, it was found impossible to do this. As it was, a half dozen men were kept busy all the afternoon getting the various mounts in shape. Just before supper, Hamilton called the boys together, with a view to explaining anything that may have presented the slightest difficulty. He advised them all to be ready not later than half past four, in order to be sure to get their machines down to the starting place on time. Most of them followed his suggestions, with the result that there was no sleep for anybody in the Hollenden after that hour. It is needless to explain that, with five score riders running as many machines on the stands to give them a final test, it was quite out of the question for any of the hotel guests to attempt to continue wooing Morpheus much after sunrise.

Promptly at six o'clock the first riders were started off. They were John McCarver, A. G. Lyon, Joseph De Salvo and Dr. Harold J. Levis, all mounted on Excelsiors. One minute later, four of the Indian tribe, F. E. Wilkinson, B. A. Swenson, P. B. Whitney and L. J. Mueller, were sent away. Seven of these eight reached all the checking stations, all the controls, and their final destination at Indianapolis on time. Levis was the only one who fell by the wayside. Owing to a broken exhaust valve, he was forced to give up at the first control, which was at Wooster, 54 miles out from Cleveland. Levis may be excused, however, in view of the fact that he had just completed a ride from Rochester to Chicago, a distance of about 675 miles, in two days and three hours, having had no opportunity to clean up his machine.

The balance of the ninety-six starters were sent off in fours at intervals of one minute, the last bunch, including L. R. Baker (Marvel), Dr. James P. Thornley (Indian), R. J. Buxe (R-S), and T. J. Kuhns (R-S), going away at 6:25. The first four were due at Indianapolis at 5:26 Wednesday afternoon, the last four at 5:51, and the others, in groups of four, at one-minute intervals, between those times.

#### Between Cleveland and Coshocton.

The riding was easy enough until the outskirts of Cleveland were reached. Here, for an eighth of a mile, the roadbed was in a horrible condition, and the boys got their first taste of what was in anticipation. Ten miles further on, the road was being repaired for one and one-half miles, between Strongville and Brunswick. It is between these two places that one of the worst hills is located. It is not a long ascent, but the road-bed is full of ruts, and more than half of the riders found it necessary to push their mounts up to the top. From Strongville to Wooster the road averages from fair to comparatively poor, through rolling country.

The first two men who experienced trouble were Harold B. Alderman, of Buffalo, on a Thor, and Albert H. Peters, of the same place, who rode a Torpedo. The former, hidden in the dust, was struck by two other riders, and sustained a broken saddle. He went on, but gave up after reaching Richmond Wednesday afternoon. Peters, in riding over some of the rough ground just outside the limits of Cleveland, broke several spokes in his rear wheel. He finally decided to ride back in order to procure a new wheel. He did this and returned in time to check in at Wooster, and to complete the

### run with a perfect score, a rather remarkable performance. Two Machines Disabled.

H. R. Lock, on an Emblem, was the next one passed. He was stalled because of a broken valve. He completed the first day's journey, but did not check out at Columbus. Fourteen miles out, Erwin G. Baker, riding an Indian, reported that one of his cylinders was missing fire, and, further on, Herbert J. D'Errice, also on a Springfield machine, stated laconically that he couldn't "get her to climb." Neither of these two got beyond Coshocton. At Medina and Seville, fully thirty of the riders were ahead of their schedule, and ninety-four out of the ninety-six checked in at Wooster.

#### Over Fairly Good Roads.

The distance from Wooster to the noon control at Coshocton is 41 miles. It had rained in this district the night previous, and the dust was not at all as bad as it was found to be along practically all of the remainder of the route. In fact, the riders experienced more trouble on this account than was due to any other single cause. Elsewhere, the dust rose in clouds wherever a rider was making more than ten miles an hour, the conditions being such that many minor accidents were caused by blinded men running into deep rute, over culverts and into ditches by the roadside, or failing to notice sharp turns ahead. In this particular section, however, the roads were in very good condition, and the traveling comparatively easy. There were several short hills, and one or two long ones, the most difficult to negotiate being a winding one-mile ascent near Clark, eighty miles from Cleveland.

It was when approaching Keene, 80 miles away from the start, that the Kokomo machine, containing Lon Spraker, of the Kokomo Rubber Company, a representative of the Consolidated Mfg. Co., and the editors of the Bicycling World and MOTORCYCLE ILLUSTRATED, broke down. The machine was stalled nine miles away from Coshocton all the afternoon, until a rough substitute had finally been made for one of the front springs, which had broken completely in half when the auto crossed a deep rut in the road. The machine was brought into Coshocton on its own power and stored there over night. Those who occupied it took the train to Columbus. They did not reach the Hollenden Hotel until nearly three o'clock Wednesday morning.

Arthur B. Porter, on an Indian, experienced disablement between Wooster and Coshocton because of a broken exhaust valve spring. He reached Columbus, however, but did not start the next morning. W. T. Morse, one of the New Era team, ran into a wall while negotiating a sharp turn just north of Coshocton. His nose was bruised and his face badly scratched up, but he managed to continued the journey, finishing with a score of 975. Kenyon Y. Taylor, on a Pierce, had a similar accident, and although he himself was not hurt, his

machine was so badly damaged as to put him out of the contest. The bridge at which Taylor met with his accident bought several other riders to grief, but none of them was burt

#### Green Runs Into Wall.

Guy M. Green, on an M. M. machine, in an effort to avoid running into a rider ahead of him, dashed into a stone wall and, although himself unhurt, badly bent one of the forks of his machine. Green lost no time at the controls, however, and finished with a perfect score.

W. Brewster, on a Twin M. M., had trouble twelve miles north of Coshocton, and withdrew.

II. B. Lyon was delayed at various intervals owing to his rear tire's picking up a nail. Lyon, however, reached all of the checking stations and controls on time, but had the misfortune of losing three points at one of the checking stations. While warning the N. S. U. rider against a bad depression in the road, J. G. DeGruchy, on a Thor, had a very pretty fall, but escaped injury. Lyon saw another rider, whose number he could not get, make a complete somersault with his machine, and then continue on his way as though nothing out of the ordinary had occurred.

#### Ten Miles of Sandy Road.

Between Coshocton and the next checking station at Newark, the distance is 42 miles. On this stretch, between Conesville and Fraceyburg, ten miles of sandy road-bed alternates with fairly good roads. Between Newark and Hebron, which is 146 miles away from Cleveland, there is a bad hill, which had been washed out by a recent rain. From Newark to Columbus the distance is 36 miles, making the total from Cleveland 173.7 miles. The first men out were due at Columbus at twenty-nine minutes after five in the evening.

#### Davies Blames Himself.

When near Newark Andrew H. Davies, on a Harley-Davidson, gave up the attempt to complete the run. Davies was quite willing to blame his failure entirely upon himself. He said that he had ridden his machine so fast as to have caused ignition troubles and overheating, thus putting his mount temporarily out of commission.

Rice, on an R-S, had a fall, with the result that he lost ten points on the hill at Connersville and forty points at Indianapolis. Whitney, and his riding mate, Mueller, both on Indians, were the first to reach Columbus, where they found a crowd of two thousand cheering enthusiasts awaiting their arrival. Altogether, seventy riders reached the night control, at Columbus, on time.

The boys made no attempt to "burn up the town" upon their reaching Columbus. In anticipation of another day's experience like the first one, most of them simply cleaned up and immediately retired. A few loitered about the Southern Hotel for an hour or two after dinner, but very few indeed were to be found outside their rooms after nine o'clock.

#### THE SECOND DAY.

McCarver, Lyon, and De Salvo were the first to be started off in front of the Southern. These three men began the second day's journey just at seven o'clock, and, as at Cleveland, the others were started in groups of four every minute, until all who had reached Columbus had been sent on their way. The second day's trip, undertaken by eighty-eight men, was not at all as trying as had been that of the day previous. From Columbus to Dayton, the first checking station, the roadbed is of macadam and quite smooth. Large stones, however, are distributed about quite liberally, despite which fact almost everyone let out his machine over this course, the distance between Columbus and Dayton being sixty-eight miles. Except at Vienna and Harmony, where there are a few low hills, the grade is almost level. In fact, road conditions were quite satisfactory except for the amount of dust which the fast-traveling machines threw into the air. The roads from Dayton to Richmond, one hundred and six miles from Columbus, and the noon control, are equally good. In fact, I.—Spectators at one of the checking stations along the route of the Endurance Run.

**4 4** 

2.—F. E. Wilkinson, B. A. Swenson, P. B. Whitney and L. J. Mueller (Indians), all perfect scorers.

•

3.—The scene of the hill-climb at Connersville, where two thousand people gathered.

4.—Doctoring a machine, also the "innards" of rider and members of the tire repair corps.

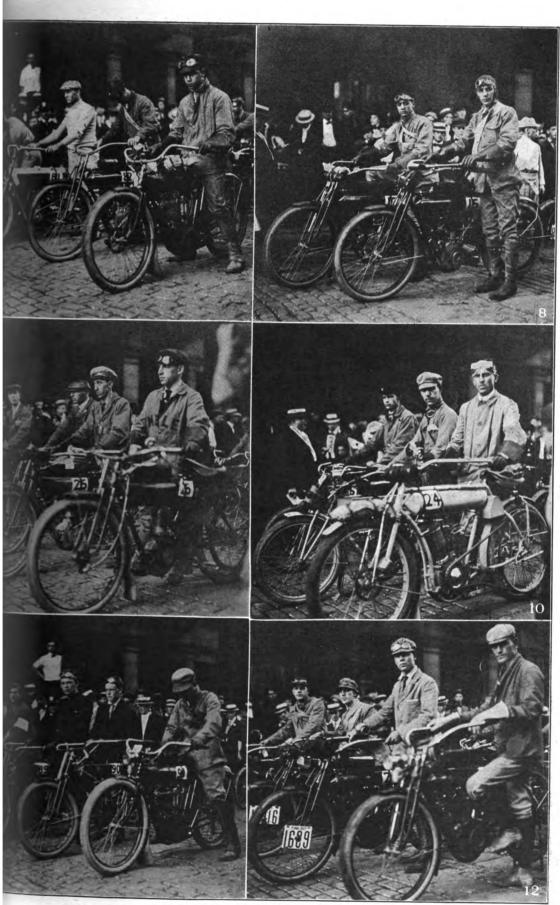
**\* \*** 

5.—McCarver and De Salvo (Excelsiors), perfect scorers and the first to arrive at Indianapolis.

\* \*

6.—The Harley-Davidson perfect scorers—S. Lacy Crolius, Frank Ollerman, Walter Davidson and R. E. Underhill,





7.—Charles Spencer (Indian), perfect score. A. J. McCullom (Racycle) and J. A. Schuster (Merkel).

8.—Wendell White (Merkel), perfect score, and Wm. Tuebner (Merkel).

9.—Emblem team, among them George A. Heil, perfect scorer.

10.—Albert H. Peters (Torpedo) perfect score. H. J. Kiefler (Kiefler).

perfect score; A. E. Griffith (R-S); W. Bewley (R-S), perfect score; R. C. Sporleder (Indian).

12.—Part of Merkel team, three of whom W. R. Kellam, Charles A. Kent and J. A. Turner, made perfect scores.

while there are a few hills between Liberty and Indianapolis the entire second day's route, 188.3 miles in all, is uniformly fair.

#### The Hill Climb.

At Connersville, the hill-climb took place. This hill is about one-fifth of a mile long with a sharp turn at the bottom and a slight turn in the middle, the grade being about ten per cent. and the road-bed fairly good. Under ordinary conditions, ninety per cent. of the riders would probably have ascended without dismounting, or even pedaling, but that was not the case on Wednesday. Many were penalized owing to the existence of one or more of the following three circumstances: First, the fact that about two thousand people were gathered on the hill, leaving only a narrow lane through which the iders could pass; second, the difficulty of securing a good start and the fact that the ascent was steady; third, of course, the condition of many of the machines and their riders because of their having traveled about three hundred miles in a day and half previous to their arrival at the bottom of the hill.

#### Two More Withdraw.

Among the riders who failed between Columbus and Dayton were George C. Smith (R-S), who took his engine apart and finally gave up the attempt when near Dayton. A. R. Oberwegner, on a Yale, had a broken shaft and pulley. He and Smith rode into Indianapolis by trolley.

LeRoy Cook (M.M.) missed a perfect score owing to tire troubles the second day. He had a number of punctures, and the tubes which he substituted persisted in blowing out. He was about an hour late at Dayton, and something like two hours behind time at Indianapolis. Cook, though of slight build, pounded away to the last, giving an exhibition of plucky riding in the face of disheartening circumstances. Dr. J. P. Thornley began to lose time between Dayton and Richmond and, although he ultimately reached Indianapolis, it was after the two hour time limit had expired. R. L. Davis, mounted on an R-S, injured his ankle by a fall and, with brake troubles in the bargain, he retired at Richmond.

#### Lees's Daring Ride.

A. W. Lees, on a Harley-Davidson, did some wonderful riding on the last leg of the course. When near Liberty, owing to the thick dust, Lees ran into another rider and put his chain out of commission. That made it necessary for him to ride the rest of the distance—seventy-five miles—without using either pedals or brake. When near Indianapolis he had a blowout, which delayed him some time, and made him a few minutes late. Lister, another Harley-Davidson rider, lost a few points on the Connersville hill. However, with Underhill, Crolius, Alderman, all Harley-Davidson men, and perfect scorers, he reached Indianapolis on time, so that, with seven entrants, the Harley-Davidson team scored 5,930 points.

L. A. Baker, on the Marvel, completed the first day's journey and almost all of that of the second day without trouble. It was not until he reached Rushville, not far from Indianapolis, that he broke an inlet valve spring. Having repaired this he continued on his way for a short distance, when his exhaust valve broke. He completed the trip, being only fourteeen minutes late.

### Some More Troubles.

Harry Graff, on a Reading Standard, rode pluckily until he reached a point within an hour's distance of the end of his journey. It was here that his exhaust valve caused him trouble. Griffith, his riding mate, waited for him and they finished together, about two hours late.

Harry J. Kiefler, who rode the five horse Kiefler single, reports that while he had no engine troubles, his six falls delayed him so that he lost 64 points at Indianapolis.

Drude, who rode an N. S. U., made the first day's journey and that of the second day without any serious trouble. During his Wednesday afternoon's trip, however, breakage of the Bowden wires in his control mechanism delayed him so that he did not reach Indianapolis until 7:20. Schmidt (Indian)

made a clever repair by substituting for a broken axle a carriage bolt, thus succeeding in finishing with a perfect score.

Glass and Gale, riding Indians, made all the controls except the last. Geiger did not reach Columbus, while Gansen lost three points there, the only penalties he suffered. Van Sickle gave up early, while MacDonald held out until the second afternoon. Gray lost ninety points at Columbus, Connersville and Richmond, respectively. Ingram dropped ten at the hill-climbing contest, and Reinboldt seventeen at the Tuesday night control. Tormey, Oberweger and Squier each lost twenty-five points by dismounting on the hill, and Rice ten for pedalling, and 40 for being late at Indianapolis. Le Fevre having lost twenty-five points at Columbus, did not get beyond Richmond. Graff did not start from Columbus, although his first day's score had been perfect. Schuster, Walling and Sanford Davidson lost points at Connersville, scoring 975, 982 and 949 respectively. Ball lost only fourteen points, at Richmond. Griffith lost ten on the hill and, with Cook, Graff, Klebes, Paul, Samuelson, and Reinholz, was disqualified for finishing more than two hours late. Chambers lost twentyseven points at Richmond, Moss, ten at the hill-climb, and Bailey, twenty-eight at Columbus and twenty at Indianapolis. Buxe lost only ten points on the Connersville hill, and Kuhn forty-four for being late at Columbus.

#### Arrival of Official Machine.

The official automobile arrived at Indianapolis at 4.50 o'clock. It carried G. H. Hamilton, Earle L. Ovington, Oscar Hedstrom, and C. H. Wallerich, the latter of the Overland Automobile Company.

The Indianapolis crowd began gathering around the Denison hotel about three o'clock. The first riders to arrive and receive the welcome signal that their long tour was over were Joseph De Salvo, of Chicago, and John McCarver, Indianapolis. They checked in at 5.24 o'clock. Harry Sturm and W. B. Harding were the official checkers. The riders did not sign the checking sheet until after they had visited the most welcome and "more most" needed bath tub. All were smiles, despite weary legs and aching heads.

The riders entered Indianapolis by way of Washington street. The machines were taken from the exhausted men at the checking station by members of the Indiana Club, and pushed to the Cadillac automobile garage, half a square away, where they were housed under police vigilance.

#### A Well Managed Run.

That the reception along the route was far more enthusiastic than the most utopian dreamers had anticipated, was largely due to the fact that the riders had used caution and pulled off a conservative run, as well as making excellent time. It was a cause of mutual help on the part of riders and travelers along the roads. The route was carefully dotted with signboards, and no difficulty was experienced by riders losing the way.

A change was introduced in the rules governing this year's run. Instead of a schedule giving a fixed average rate of speed for the whole distance, an innovation was used by varying the rate of travel according to the locality, so that the riders could be entirely respectful of the speed limitations. From Cleveland to Coshocton the running schedule and arrival at checking stations and controls was based on an average speed of fifteen miles an hour; from Coshocton to Columbus, seventeen miles, and from Columbus to the end of the run, nineteeen miles an hour. A five minute allowance, ahead or behind, was given for variation of watches. After that, for every minute, not in excess of thirty minutes, and up to two one point was imposed; after thirty minutes, and up to two hours, the penalty was two points per minute. Those who were more than two hours late suffered disqualification.

### Fine Arrangements.

The arrangements for the run were well nigh perfect. Under the able direction of G. H. Hamilton, the preparatory work was done in a most systematic manner. In fact, nothing had been neglected which could reasonably serve to make the con-



test by far the most successful in the history of motorcycling in the United States. Mr. Hamilton had selected a score of capable assistants, though, without seeking to discredit the efforts of any of these, it must be said that the bulk of the work fell upon his shoulders. What is more, he proved himself able to bear the burden like a man.

It was generally conceded that the route was beautifully adapted to giving every machine a proper test. It was not too severe, although harder by far than would be experienced on the average run of four hundred miles or so. While Swenson and Chapple expressed the opinion that the Catskill run was a harder proposition from the standpoint of the riders, the others were almost unanimous in their conviction that it would have been difficult to have found a more trying route.

#### Very Few Accidents.

The journey was characterized by very few accidents. About one dozen riders went into ditches, but serious damage did not result. The official auto kept about half an hour ahead of the caravan of cracking, spurting machines. As soon as its occupants had warned the country side that the "dare devils" were coming, the entire populace turned out. Farmers drove wagon loads of sightseers to points along the course and stationed themselves beneath shade trees; others placed chairs in front of their homes and children waved flags, while all along the route the greeting was uniform and profuse.

#### Roads Force Dismounting.

Some parts of the roads were so bad that the riders were forced to dismount and "walk" their machines through the deep sand. This, of course, caused them to increase their speed as soon as a clean stretch was found. Pedestrians and travelers along the roads cleared the track and gave them the right of way, driving into the ditches in order not to hinder the prize-seekers.

In the lobbies of the Southern Hotel, at Columbus, the riders spoke in profane terms of the wretched roads between Coshocton and Newark, but were very enthusiastic in describing the welcome received along the way. Near Newark a benevolent father had taken out his five young hopefuls to see the riders as they went by and these gave them greeting by waving American flags. Buggies were drawn up at almost every farmhouse, threshers were tied up and cheer after cheer sent the contestants on rejoicing.

### Frame Repaired with Wood.

One of the interesting side-lights of the trip was an experience which befell J. A. McLaughlin, of New York City, who rode an N. S. U. machine. In a recent race at Brighton Beach he had broken the frame of his machine, but in the hurry he had not mended it. When well out of Cleveland the break threatened to put him out of the race. But he had an inspiration and stopped at a wayside blacksmith shop, where a wooden frame was built around the damaged parts. He arrived in Indianapolis a little late, but with the frame still doing service.

P. B. Whitney, one of the perfect scorers, who rode an Indian, gave an exhibition which amused his team mate, A. G. Chapple, very much. Whitney left both Cleveland and Columbus with a grinning Billiken seated on his handle bar. But when, almost simultaneously with two punctures, Whitney damaged his pedal, he reached the end of his patience with his mascot and before making repairs tore the thing from his machine and threw it far into the field.

#### Tire Men Worked Hard.

Too much credit cannot be given to the representatives of

the G. & J., the Morgan and Wright and the Kokoma Tire companies. Messrs. Stephens, Mason and Tower, and, before the accident to the Kokomo machine, Mr. Spraker, were always ready and anxious to help any rider out of his troubles. It can be stated without any possibility of contradiction that the tire men never put in a harder two days' session. Not only did they make tire repairs and substitutions, but they did practically everything else that was possible to assist the boys in their efforts to make perfect scores. Again, they repaired not only their own tires, but, in a most gracious way, were always ready to do similar service for riders using the tires of a competing manufacturer. The riders were loud in their praises of the hearty spirit and the energy which characterized the work of the tire men throughout. Fortunately for these overworked individuals, tire troubles were not as serious as might have been expected, but they made good use of the opportunity thus afforded them to aid the riders in other ways, with a view to enable them to be as comfortable as possible under the circumstances.

Those entered who did not start were Edward Buffum, Charles Balke, H. J. Wehman, Stanley Kellogg, C. P. Rudd. Fank D. Shomo and C. P. Rodgers.

There were four controls, Coshocton, Columbus, Richmond and Indianapolis. Penalties were imposed, as above stated, for late arrivals at these points. At Connersville, where the hill-climb took place, those who pedaled or dismounted were penalized. The tabulated result shows the penalties, if any, imposed upon every rider at each control, together with his final score.

#### The Endurance Run Officials.

Contest Committee: G. H. Hamilton, (Chairman), Indianapolis; Frederick B. Hart, Chicago. At Cleveland, Ohio-Clerk of Course, D. E. Foote; starter, Geo. Collister; Checker, E. M. Bell; Technical Committee, C. J. Forbes, O. C. Forster, E. A. Foss. At Wooster, Ohio—Checkers, J. M. Ginter, R. Drabenstot. At Coshocton, Ohio—Clerk of Course, S. Siegrist; Starter, Joe Johnson; Checker, Joe Thompson; Technical Committee, Geo. Siegrist, U. G. Rolston, Fred Simmons. At Newark, Ohio—Checkers, Geo. T. Stream, C. E. Wyeth. At Columbus, Ohio—Checkers, J. A. Yates, E. M. Gorrell; Technical Committee, J. J. Keating, A. C. Edwards, Al Shuster; Monitors, Earl Stormont, R. H. Erienbush, Jr., J. G. De Gruchy; Starter, Frank H. Lawwell. At Dayton, Ohio—Checkers—J. A. Campbell, F. A. Shank. At Richmond, Ind.—Clerk of Course, P. S. Brown; Checkers, Wm. Creager, Chas. Tangeman; Technical Committee, Wm. Waking, Elmer Smith, John Darnell; Starter, Denneth Craig. At Liberty, Ind.—Checkers, Albert Bertsch, Dr. Garret Pigman. At hill-climb, Connersville, Ind.—Judges, C. F. Roots, J. C. Phelan, Bert A. Adams; Checkers, M. Hassett, O. L. Reeson; flagman, H. H. Hubbard. At Indianapolis, Ind.—Checkers, W. Harding, Robt. Sturm; Technical Committee, W. G. Wall, Geo. A. Weidley, Howard C. Marmon; Monitors, C. R. Scott, Lee Chapman, P. C. Hudson, Fred Fenter, Chester Hill, J. C. Rickerts.

The visiting riders were given a reception at the Indiana Club on Wednesday night. Here they were met by the officials of that organization, given refreshments, and a handsome souvenir badge. About four hundred availed themselves of the opportunity to register at the headquarters of the club, on Vermont street.

The tire hospital brigade did wonderful work. They helped the fallen, no matter what tire had come to grief. Narrow men would have aided users of *their* tires only. But these were broad men. Their chief aim was to give motorcycling generally a boost.

THE Manufacturers Association, which met at Chicago the 6th instant, elected the following officers: George M. Hendee, Hendee Manufacturing Company, Springfield, Mass., president; C. Hurley, Aurora Automatic Machinery Company,

Chicago, Ill., vice-president; W. F. Remppis, Reading Standard Company. Reading. Pa., secretary; Percy Pierce, Pierce Cycle Company, Buffalo, treasurer. The session was secret, and no other announcements were made.

### NATIONAL ENDURANCE RUN SCORES

		ŝ	Coshocton.	Columbus.	Richmond.	1 Climb.	Indianapolis.	•
No.	Rider. Machine. H.P.	Class.	ပိ	3	Ric	Hill	Ind	Remarks. Score.
ı.	J. McCarverExcelsior31/2	ıB	0	0	0	0	0	
2.	A. G. LyonExcelsior 3½  Jos. De SalvoExcelsior 3½	1B 1B	0	0	0	0	0	
3. 4.	Harold J. LevisExcelsior3½	īΑ						Out at Coshocton
5.	F. E. WilkinsonIndian5	2B	0	0	0	0	0	
6.	B. A. SwensonIndian5 P. B. WhitneyIndian5	2B 2B	0	0 0	0	0	0	
<i>7</i> . 8.	L. J. MuellerIndian5	2B	0	0	0	0	0	I,000
9.	R. W. Du SellThor6	2A	0	0	0	0	0	I,000
10.	Harry H. ReinholzThor6	2A 2B	68 0	10	 o	 o	••	Out after Richmond Over 2 hrs. late at Indianapolis
II. I2.	J. G. De GruchyThor3½	1B	0	0	0	0		I,000
13.	W. White Merkel6	2B	0	o	0	0	0	1,000
15.	Wm. TeubnerMerkel3½	1B 2A	0	0	0	10 0	0	Pedalled on hill
17. 18.	Chas. A. KentMerkel6 Chas. D. FohtMerkel6	2A 2A	0	0	0	50	7	Dismounted on hill 943
19.	J. A. Turner Merkel6	2A	0	o	· o	o	ò	1,000
20.	W. R. KellamMerkel6	2B 2B	0	0	0	0	0	
21. 23.	A. D. Cook	2B 2B	0	0	0	0	0	
24.	Henry J. KieflerKiefler5	ıВ	0	0	0	0	64	
25.	George A. HeilEmblem4	1B	0	0	0	0	0	Out before Richmond 1,000
26. 27.	H. R. Lock Emblem4 J. C. Glass Emblem4	1A 1B	0	19			14	Out before Richmond 986
28.	M. E. GaleEmblem4	īĀ	ō	ō	ō	ō	144	856
29.	R. E. Underhill	ıA	0	0	0	0	0	
30. 31.	S. L. Crolius	1B 1B	0	0	0	0	0	
32.	Walter DavidsonHD4	ıВ	ō	ŏ	o	ō	o	
33.	E. M. Hughes Indian5	2B	0	0	0	0	0	
34.	A. G. Schmidt	2B 2B	0	0	0	0		Out after Coshocton 1,000
35. 36.	H. H. GansenIndian5	2A	o	 o	3	 o	0	
37.	W. J. Lister	ıВ	0	0	Ō	25	0	Dismounted on hill 975
38.	A. H. Davies	1A 1A	0		 0	٠.		Out after Coshocton Dismounted on hill 958
39. 40.	C. W. Van SickleIndian5	2A				25 	17	Did not reach Coshocton
41.	C. W. McDonaldIndian3 <sup>1</sup> / <sub>2</sub>	īΑ	0	o	16	0	0	984
42.	B., C. OgdenIndian5	2A	.0	o 6	0	0	0	Didn't start 2nd day 1,000
43. 44.	Arthur B. PorterIndian5 A. G. ChappleIndian5	2B 2A	18	0				Didn't start 2nd day 1,000
45.	Robert S. Gray	ıВ	0	2	0	10	78	Pedalled on hill 910
46.	C. H. Drude	ıB	0	114	22	0	182	682
47. 49.	L. WippermanExcelsior3½ A. B. OberwegnerYale3½	1A 1B	0 0	0				Out at Richmond
50.	W. W. Ingram	ıB	o	o	0	10	0	Pedalled on hill 990
51.	Geo. W. ReinboldYale3½	ıB	0	17	0	0	0	983
52. 53.	S. J. Chubbuck	1B 1B	0 0	0 0	0	O U	0	
54.	E. L. Le Fevre	ıВ	0	25				Out before Richmond
55.	E. L. MorseNew Era3½	ıВ	0	25	0	O	0	975
57. 59.	J. S. Tormey Thor	1В 1 <b>В</b>	0	0 <b>0</b>	0 <b>0</b>	25 <b>25</b>	0	Dismounted on hill 975
60.	G. H. Squier	ıB	o	o	o	25 25	o	" " " · · · · · · 975
61.	G. C. Smith	ıΒ	0	0	••		• •	Out at Richmond
62. 63.	R. L. Davis	1 <b>B</b> 1B	0	0	о О	 o	••	Out after Richmond Over 2 hrs. late, Indianapolis
64.	J. G. Rice	ıВ	0	0 0	0	10	 40	
65.	G. W. LyonIndian $3\frac{1}{2}$	ıΒ	0	0	0	0	0	I,000
66. 67	C. S. Hinckley Indian3½  Wm Green Indian	1B	0	0	0	0	0	Out after Columbus
67. 68.	Wm. GreppIndian5 E. G. BakerIndian5	2A 2A	0 0.	0 0	• •	• • •	••	Didn't reach Coshocton
69.	F. U. PaulPierce6	2B	o	0	0	0	••	Over 2 hrs. late, Indianapolis



			Coshocton.	us.	Richmond.	Climb.	Indianapolis		
	•	.;	Ş	Columbus	0 H	$\Box$	ELL		
		Class	નુક	ri e	ું	Hiil	÷	·	
No.	Rider. Machine. H.P.	IJ	చ	ŭ	2	Η	ī	Remarks.	Score.
70.	K. Y. TaylorPierce6	2A	О					Out after Coshocton	
71.	F. L. HuntPierce6	2B	0	0	0	0	0		1,000
72.	A. H. CrockerThor6	2A	0	0	0	0	0		1,000
<b>73</b> .	W. Staudt	ıВ	0	• 0	0	0	0	_ <b></b>	1,000
74.	E. L. Hess	ıВ	0	• •		• •	• •	Out after Coshocton	
75.	E. Samuelson	ıВ	0	0	О	10	• •	Over 2 hrs. late at Indianapolis	
76.	Harry Graff	ıВ	0	0	О	0	• •		
77.	Don Klark N. S. U6	2.A	О	0	0	0	0		1,000
<b>7</b> 8.	Gus WadsworthN. S. U6	2A'	• •	• •	• •	• •	• •	Didn't reach 1st control	• • • •
<b>7</b> 9.	H. B. LyonsN. S. U4	ıΑ	О	0	3	0	0		
<b>8</b> 0.	J. F. McLaughlinN. S. U6	2B	0	0	21	0	0	· · · · · · · · · · · · · · · · · · ·	,,,
81.	A. J. McCallumRacycle4	ıВ	О	• •	• •	• •	• •	Out after Coshocton	
82.	J. A. SchusterMerkel3½	ıΒ	0	0	О	25	0	Dismounted on hill	
83.	C. Spencer	2B	0	0	0	0	0		000,1
84.	H. J. D'ErriceIndian5	2A	~	• •	• •	••	• •	Didn't reach Coshocton	
85.	C. K. BallReliance3½	1 B	0	О	14	0	О		
86.	G. W. SayreReliance7	2B	0	• •	• •	• •	• :	Out at Columbus	
87.	Frank WallingReliance3½	ıВ	О	О	0	10	8	Pedalled on hill	_
88.	Sanford DavidsonReliance3½	ıВ	0	0	16	10	25	"""	949
89.	A. E. Griffith	ıB	0	0	. 0	10	• •		
90.	G. C. Crandall	ıВ	0	0	0	0	0	•••••	1,000
91.	R. C. Sporleder	2A	0	0	0	0	0	•••••	1,000
92.	W. Bewley	1B	0	0	0	0	0	•••••	1,000
93.	B. V. Chambers	ıB	0	0	27	0	0	•••••	,,,
94. of	V. H. Moss	ıВ	0	0	0	10	0	•••••	
96.	C. R. Bailey	IA	0	28	0	0	20	Our along the main and in diamonalia	
97. 98.	Le Roy CookM. M3½	I.A	0	0	0	o	• •	Over 2 hrs. late at Indianapolis	
-	W. BrewsterM. M6	2B 1B	0	• • •	• •	• •	• •	Out after Coshocton	
99.	G. M. Green	1B	0	0	0	0	0	•••••	
100. 101.	Le Roy BakerMarvel3½		0	0	0	0	14	Out at Richmond	-
101. 102.	J. P. Thornley Indian5	2A 1B	0	0	• •	••	•••		
	R. J. Buxe		0	0	• •	10	0	Pedalled on hill	990
103.	P. J. Kuhns	ıВ	. 0	44	О	0	0		956

### SPEEDWAY RACES A FAILURE

Track Not Ready-Only Part of the Two Days' Programme Was Attempted-De Rosier Hurt.

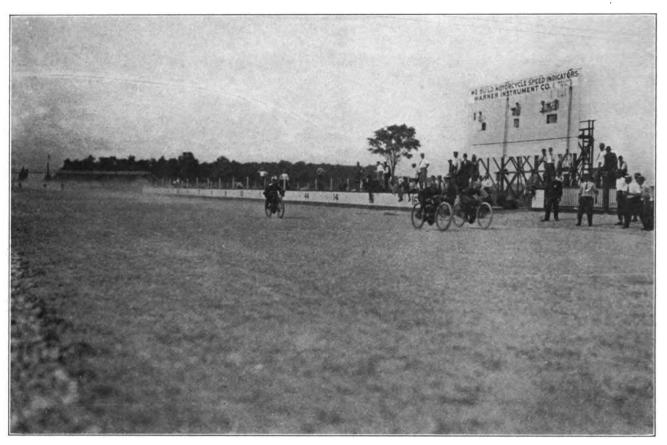
THE widely, not to say wildly, heralded records which were to have been made on the Indianapolis speedway, in the two-days' race events which were to have been part of the programme of the F. A. M. meet, failed most dismally to materialize. The huge track, the immensity of which one must prove by personal visit in order to appreciate, was not in condition for motorcycle racing. Apparently the enormous stretches of crushed stone which constitute the roadbed of the track were quite as smooth as a billiard table, but the first try-outs by the riders proved just the contrary to be the case. The speedway may be made of the stuff of which records are born, but such a condition of affairs is yet to be developed. The passage of a winter and then the filling in of the portions which have settled-leaving dangerous hollow spots and a generally rough surface-may serve to make the Indianapolis track the fastest in the world. But to thus define it now would be a gross perversion of the facts. Simply stated, the tremendous task undertaken by the owners and promoters of the project has not been finished. That they tried hard cannot be questioned, nor is it their fault that a programme which promised the most interesting racing session in the history of the F. A. M. was practically ruined.

It was early in the week that reports began to be circulated that the races would be a failure, for the reasons already set forth. Still, those in charge and the rest of the boys, except the riders themselves, continued to hope against hope in the face of the most discouraging predictions. Then, on account of rain Friday morning, the

races were postponed until the following day, and when the starters in the first event were called to the line by Referee Earle L. Ovington, about five thousand spectators occupied the huge grandstand and bleachers, awaiting, some without knowing it, that which was inevitable.

Nor was it long after that the fears of those who knew the conditions were realized. This was in the ten mile professional, in which Jake De Rosier, on an Indian, and Eddie Lingenfelder, on a Thor, were the only starters. It is doubtful whether any two other men in the game are more evenly matched. From the very outset, the contest promised to be one of magnificent proportions. The Indian man got away first, increasing his lead for a distance of about three-quarters of a mile. By this time Lingenfelder got his machine thoroughly under way, and, gaining steadily, he passed De Rosier when half way around on the first lap, that is, after the two men had ridden about a mile and a quarter. The turn to the left of the grandstand is hidden behind a clump of trees, so that for a half mile or so this portion of the track cannot be seen from the grandstand. However, the N. S. U. man remained in the lead, and, as they turned into the straightaway leading to the starting line, it was seen that Lingenfelder was something like 75 feet ahead. Thus the two flashed by the grandstand, both riding beautifully, but with De Rosier at a disadvantage because of his inability, on account of his lightness and that of his machine, to hold his mount down to the track as Lingenfelder was

Going into the second lap, the Springfield man in-



creased his speed and, at the point where Lingenfelder had passed him the first time around, the Indian rider regained the lead. But he did not hold it long, Lingenfelder passing him a third of a mile further on. Again the riders were lost behind the trees and, for nearly a half minute they fought for supremacy in the solitude of the distant turn. Then down into the stretch they came the second time, Lingenfelder still in the lead. Half a mile from the stand De Rosier's machine hit a depression in the track. His front wheel was twisted and his tire ripped off. The champion fell in a cloud of dust. He had been going at the rate of 60 miles an hour, and the anxious crowd, including hundreds of his personal friends, feared the worst. But when, a few seconds later, he was seen to rise and walk slowly to the edge of the track, it seemed as though he had not been seriously hurt.

Lingenfelder went on, and an auto, containing Referee Ovington, Dr. Thornley and a local physician, was sent out. A hasty examination disclosed not only scratches and bruises, but also a painful and serious organic wound, necessitating an operation, and certain to incapacitate him for the balance of the season. While De Rosier's complete recovery is predicted, it is quite probable that he will never again ride in his old-time form.

Lingenfelder finished alone, making the distance under a slow-down in 10:5145, excellent time in view of the condition of the track. But the accident served to effectually squash what enthusiasm there was left in the entrants. The mishap two days before to Officer Albert C. Gibney, of the Indianapolis police force, while trying out his R-S, had cooled the ardor of many, and De Rosier's misfortune simply redoubled their fears. Gibney was quite seriously hurt; it is not at all unlikely that his injuries may prove fatal. As a result, only twelve started in the next event, which over thirty had entered. There were almost as many entries in the ten mile national amateur championship, yet only four started, while for the last event, the twenty-five mile race, none of the twenty starters ap-

peared. That ended the "sport" for the afternoon. Previous to De Rosier's accident, four events had been run. The first was the five mile handlcap for private owners. There were eight starters. Bahnsen, on an Indian, with 1.24 minutes start, soon secured the lead, which he maintained until some distance into the second lap, Nelson J. Hodgin (Indian) following him closely. But A. G. Chapple, with 41 seconds handicap, was gaining upon the two leaders and soon overtook them both. The New Yorker won easily in 4.531/5. Hodgin was second and Bahnsen third.

The most interesting event of the afternoon was the one mile F. A. M. national amateur championship. There were more than a dozen competitors, and when these men, after having been started behind the trees, came out of the turn into the homestretch, the sight was a pretty one indeed. The lead was held by Stanley Kellogg, on a Merkel, who was closely followed by Fred Huyck, on an Indian. Kellogg remained ahead until within a hundred feet of the finish, when, unwilling to take any further chances, he cut off his power slightly. Huyck, on the contrary, maintained the nerve-racking, dangerous pace, passing Kellogg within a few feet of the finish, and winning in 1.051/5, by only a half wheel. Kellogg hugged his machine so closely that, in contact with his engine, he burned through his shoe, and after the race showed a well-swollen toe. Seymour, on a Reading-Standard, captured third prize.

The third event, a five mile handicap, limited to members of the Indiana Club, had eleven starters. The first time around John McCarver (Excelsior) led, with Paul Kottlowski (Minneapolis 2-speed) second, and Nelson J. Hodgin (Indian) third. McCarver lost his advantage on the second lap, giving way to Kottlowski and Hodgin, the former winning by a fair margin, and Hodgin taking second place.

The five mile race for machines not exceeding 55 cubic inches piston displacement brought out six starters, and

proved an interesting tussle between Huyck, Chapple and Goerke, all Indian riders. They soon had left plenty of space between themselves and the other three, and then, riding at a comfortable pace, "jockeyed" with one another for position. Huyck took the lead at the start, Chapple passing him at 1½ miles. Coming down the stretch they were on even terms. This was true of the second as well as the first lap, Goerke being close behind the leaders, with the others well stretched out. When a hundred yards from the finish, Huyck opened his throttle a little wider, passing the New Yorker and winning comfortably. The time was 5.24%.

The next race, the ten mile professional, resulted in De Rosier's accident. The sixth event, a five mile handicap for machines not exceeding 61 cubic inches piston displacement, was won by Huyck with comparative ease. Huyck was scratch man. Balke, on a Merkel, also scratch, was second, and Turner, also on a Merkel, took third place.

At this juncture a Stoddard-Dayton car was sent around the track in 3.07. Later, a Knox car covered the 2½ miles in 2.20.

The ten mile national championship, with over thirty entered, attracted only four starters—Erwin G. Baker (Indian), and H. R. Britney, John Merz and J. S. Tormey, all Thor riders. Tormey led at the end of the first lap, with Baker, on an Indian, second. The latter took the lead when one of the tires of Tormey's machine came off. Fortunately for him, he did not fall, although the crowd was kept in suspense until he and his mount were brought back in an auto. Baker gained steadily, winning in II.31½, by a big margin. Britney was second, and Merz third.

#### The Summaries:

Five Mile Handicap for Private Owners.—First, A. G. Chapple, New York (Indian 5 h.), 41 sec.; second, Nelson J. Hodgin, Indianapolis (Indian 5 h.), 1.23; third, Tim Bahnsen, St. Louis (Indian 5 h.), 1.24. Time, 4.531/5.

One Mile, F. A. M. Amateur National Championship.— First, Huyck, Chicago (Indian 7 h.); second, Kellogg, New York (Merkel 7 h.); third, Raymond Seymour, Los Angeles (R-S 7 h.). Time, 1.051/5.

Five Mile Handicap for Members of the Indiana Club.— First, Paul Kottlowski (Minneapolis 2 speed 5 h.); second, N. J. Hodgin (Indian 5 h.); third, John McCarver (Excelsior 3½ h.). Time, 5.17.

Five Mile Race for machines not exceeding 55 cubic inches piston displacement, and having no exhaust ports.—First, Huyck, Chicago (Indian 5 h.); second, Chapple, New York (Indian 5 h.); third, Goerke, New York (Indian 5 h.). Time, 5.24%.

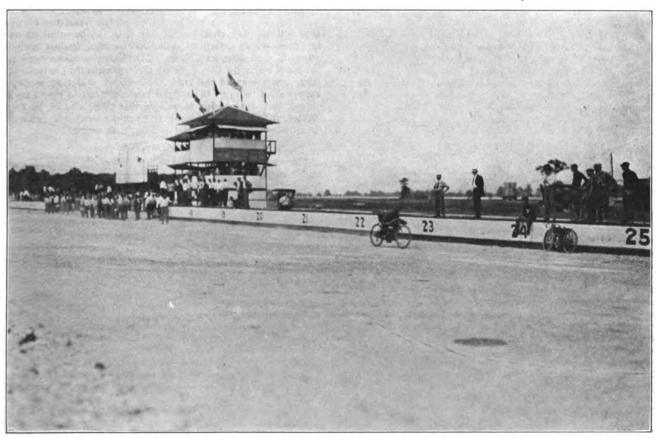
Five Mile Handicap, limited to machines not exceeding 61 cubic inches piston displacement.—First, Huyck, Chicago (Indian 7 h.); second, Balke, Los Angeles (Merkel 7 h.); third, J. A. Turner, Chicago (Merkel 7 h.). Time, 4.46¾.

Ten Mile F. A. M. National Amateur Championship.— First, Erwin G. Baker (Indian 7 h.); second, H. R. Britney.

Ten Mile Professional.—Won by Eddie Lingenfelder, Alhambra, Cal. (N. S. U. 7 h.). De Rosier fell near the end of the second lap. Time, 10.511/5.

Just before the opening of the race meet, a majority of the entrants held a meeting and decided not to ride Monday, owing to the dangerous condition of the track. Moreover, many of the boys who had the hardihood to ride in the first three or four events, determined after De Rosier's accident to quit altogether, which explains the low number of starters in the 10 mile national championship event, and the entire absence of starters from the 25 mile race. The two mile championship has already been awarded to Springfield, where, or on the Detroit track, the other championship races will be conducted, probably in September.

THE Toledo police department have uniformed their motorcycle officers in khaki, and the result is a very neat appearance.



### RULES CONTROVERSY ENDS IN COMPROMISE

Three Classes—Private Owner, Trade Rider and Professional.

A FTER three of the most strenuous and by far the most interesting sessions which have ever characterized a convention of the Federation of American Motorcyclists, the principal bone of contention—the competition rules—has been picked dry, and, where disaffection and discord had threatened to rend apart the fabric of the organization, there is harmony, not entire agreement, by any means, but at least a consensus of opinion that the difficulties involved in the bitter controversy have been met and overcome quite as well as could have been expected under the circumstances. Simply stated, each one of the rules factions has given way to the other, with the result that a compromise has been effected, and a three-part classification adopted. It required practically an entire day to bring this about and, for one year, in any event, the F. A. M. will recognize private owners, trade riders and professionals. Under the new classification, a private owner is an amateur who from the date, thirty days hence, when the revised rules become effective, has not engaged in a motorcycling competition as a trade rider; who actually owns the motorcycle used in competition; who is not connected in any way, either directly or indirectly, with any person or firm that manufactures, assembles, sells or repairs motorcycles or motorvehicles; who does not operate them as a trade or profession; who has never received, either directly or indirectly, any compensation whatsoever for engaging in a motorcycle competition or exhibition; who has never sold or in any way realized pecuniary benefit from a prize, and who has never knowingly competed with a professional.

The new rules establish the amateur status of the trade rider, making him subject to all the provisions of the private owner classification, except, of course, that he is permitted to be in the trade, and need not own his machine. He cannot accept cash for competing.

The professional is one who, as under the present classificatin, accepts cash, or who for any other reason is ineligible as a private owner or trade rider.

This classification was determined upon after an extended debate, in which active parts were taken by President Ovington, Chairman Thornley, of the competition committee; W. F. Remppis, of the rules revision committee; Frederic B. Hart, George W. Sherman, G. H. Hamilton, R. G. Betts, editor of the Bicycling World; J. Leo Sauer, editor of MOTORCYCLE ILLUSTRATED: Dr. Charles J. Berrick, of Buffalo; Mr. Griffith, of the Chicago Athletic Club; Jack Prince and a number of others. Interest was at fever heat all the time, and the convention proved, by its applause and otherwise, its intense concern over the outcome of the controversy.

When the classification article of the proposed new competition rules was reached, the fun began. Previous to that, Mr. Remppis, in presenting the report of the rules revision committee, emphasized the fact that the members of the committee had been unfairly criticised, their motives questioned, and even their honesty reflected upon. Mr. Remppis became very vigorous in his denunciation of these tactics. He charged that untrue and misleading statements had been circulated, and he wanted to make it plain that the committee had not only worked hard, but had tried, as well, to evolve a set of rules which would insure fairness to all. Mr. Betts declared that no aspersion of the motives of the members of the committee had been intended by him, and that if he had made any untruthful or even misleading statements, he had not done so by design. Mr. Remppis expressed his satisfaction with this and, thereafter, personalities were dropped in order to give the merits of the question the attention they deserved.

The majority report of the committee having been read, Mr.

Betts, on behalf of the minority, including Messrs. Davidson, Douglass, Sherman and himself, presented a minority report. insisting that the amendments did not materially change the proposed rules, except that they provided that no kind of amateur-trade rider or private owner-could ride for cash, and that connection with the trade should not disqualify a man from competing, in any athletic event, as an amateur. Mr. Betts, for the minority members of the committee, accordingly moved that the proposed rules be amended to provide, among other things, that there be two classes, amateurs and professionals; that every programme having three or more motorcycle events include one for private owners or for novices; that a private owner be defined as one who has not been connected with the trade for at least six months, and whose machine has been his sole property for at least ninety days; that no amateur be permitted to compete outside of a radius of 100 miles of his home, school or college, except with permission of the chairman of the competition committee. not more than three times a year, nor for more than two weeks each time, these periods to be non-consecutive. It was this limitation clause over which the hardest fighting was subsequently done.

The projection of these amendments caused the batteries of the opposing forces to be opened, and the cannonade of arguments went on merrily for hours, Friday and Saturday morning. The minority amendments provided also that in the event of infraction of these rules in important particulars, not only the guilty manufacturer, but also all his employes and all his machines be debarred from competition for one year.

### Many Pros and Cons.

It was urged that the classification proposed by the special committee would cause a fracture of the F. A. M.'s relations with the A. A. U. Some voiced the opinion that the Federation was big enough to invite the A. A. U. to mind its own business. Messrs. Griffith and Sauer warned against such an attempt, predicting its failure. Mr. Sherman denounced the proposed rules on the score of their practically professionalizing every man in the trade. Mr. Hart said that while he approved of some of the suggestions contained in the minority report, he was inclined to believe that there should be three classes, with the professionals, and not the amateurs, redivided into trade riders and the out-and-out cash seekers.

#### At It All Day Friday.

These arguments were hurled back and forth all the morning and, after lunch, all the afternoon, the Speedway races having been postponed on account of rain. It was apparent, however, that the committee's report would have been adopted at certain psychological moments; in fact, it would have been comparatively easy to railroad through the classification. The chairman, however, maintained his patience with the debaters, although his enthusiasm caused him, now and then, to override his privileges. But inasmuch as Mr. Ovington was at his best, full of ideas and overflowing with energy, he may be excused.

#### In the Interests of Peace.

Messrs. Hart, Hamilton and Griffith proved very helpful to the convention in applying cold logic to the heated arguments of some of the others, on both sides. As the evening approached the convention grew restless, and the danger of action on the spur of the moment increased every minute. Then it was that one of the speakers explained that the three points of difference had simmered down to the following: First, the attitude of the F. A. M. towards the A. A. U.; second, what disposition to make of the small agent, director and the like, who is the owner of his machine; third, what to

do with the factory rider who is evidently paid for his services. The speaker urged peace above all things else, and expressed the hope of a solution what would be amicable to everybody concerned.

It was then that Mr. Ovington, with a giantesque voice, first proposed three classes, and the convention simply howled its approval. It was then decided to appoint a committee of five to redraft the rules on the principle that both private owner and trade rider be amateurs, and that a professional class be added. This committee was composed of Messrs. Ovington, Thornley, Betts, Sauer and Berrick. Thus it was that the controversy was removed from the floor of the convention to the committee room, and wrestled with for three hours. It did not take long to reach an agreement upon everything except one point, namely, whether to limit the trade rider to competing within one or two hundred miles of his legal residence, and thus do away with the factory rider, or make him a professional. Two of the members of the committee were sure that this was a proper provision; two were positive that it was entirely wrong, while the fifth did not hesitate to express himself as in doubt, insisting that this one point be laid before the convention. The doubtful member admitted that the theoretical correctness of this provision was almost selfevident, on the ground that the trade rider class was about to be made strictly amateur. On the other hand, he urged that while the rules should by no means be made to suit the manufacturers, it was only reasonable, where there was any doubt, to be fair to them and also fair to the public, which is entitled to good sport, and which it must have if the F. A. M. is to continue. But, most unfortunate of all, those who favored the limitation were urged to prove the likelihood of the F. A. M. succeeding where the chairman of the competition committee of the A. A. U. admitted himself to be helpless, acknowledging that the professionalization of some ten or twelve prominent athletes, who were known to be amateurs in name only, would in all probability rend asunder the powerful A. A. U.

These two sides of the proposition were plainly stated to the convention, which, after an hour's discussion Saturday morning, decided to let alone that which it considered well enough, and not to attempt to limit the territory in which a trade rider may compete. Thereupon the much-mooted article, entitled "Classification of Competitors," was adopted in its entirety, and the problem disposed of, at least for a year.

### Other Provisions.

The rules also provide that a trade rider who has severed all connection with the motorcycle and motor vehicle trade, and who has not been directly or indirectly connected with the trade for six months, may be recognized as a private owner.

On the other hand, a private owner who enters and uses any machine other than his own, will be subject to suspension for at least one year.

In order to enable American riders to compete abroad, the rules provide that they may do so under the rules of that country, provided those rules do not conflict with the F. A. M. classification. In this connection, reference may be made to the fact that the convention failed by two votes only to reinstate as an amateur T. K. Hastings, who was some time ago professionalized for riding with men who, in their turn, had ridden with professionals in England. Reinstatement requires a unanimous vote, but there were two objectors.

CLEVELAND, August 8.—A crowd of two thousand people witnessed the motorcycle and bicycle races held yesterday afternoon at the Valley Track, under the auspices of the Cleveland Motorcycle Club. The motorcycle events resulted as follows: One Mile Singles—Won by Ray Skeel; 2, Herman Hill; 3, Strople. Time, 1.50. Five Mile Doubles—Won by Strople; 2, Skeel; 3, Stewart. Time, 7.09\\frac{1}{2}. Pursuit Race—Spencer rode eight and one-quarter miles in 11 min. 29\\frac{2}{3} seconds, passing the fourth and last of his competitors. One Mile Trials—Spencer rode one mile in 1.20\\frac{2}{3}; Skeel, 1.21; Strople, 1.22\\frac{1}{3} and Keryco, 1.31.

#### A Genuine Compromise.

Although this paper some time ago proposed three classes as a possible way out of the difficulty, MOTORCYCLE ILLUSTRATED claims no victory for its particular cause. In fact, the new classification is a real compromise. The different factions have met on common ground with a view to subserving the best interests of the F. A. M.

In addition to amending the classification of competitors, the F. A. M. made important changes in many other provisions of both the old rules and those proposed by the committee, which was discharged with thanks. The new rules go into effect within thirty days, their important provisions being substantially the following:

The chairman of the competition committee may give or refuse racing sanctions as he sees fit. Programme details are improved, and it is provided that women may not compete except in reliability trials. The penalty for omissions from entry blanks, or misleading information thereon, is suspension for one year; for fraudulent entry, indefinite suspension.

It is the referee's privilege and duty to allow the use of only safe tracks, and of machines adapted to them. The 61 cubic inches limit as to piston displacement is retained.

After a protracted debate, the convention voted that only professionals be permitted to change machines in any one event. Someone intimated that this would be rather hard on the factory trade rider in long distance contests. A competitor may pedal, except at the finish of a race. The leading rider has the pole; he may be disqualified if he turns his head to look back, while the man who passes the leader must not attempt to take the pole unless at least a length intervenes.

Seals will no longer be required in reliability tests, though compliance with the speed laws of the community will be necessary.

#### The Stock Machine.

Messrs. Ovington, Remppis, Sherman, Hart and Betts, after wrestling with the problem for about an hour, agreed that a stock machine was one whose bore or stroke had not been enlarged, which had not been fitted with auxiliary ports or had its compression altered; or subject to any other alteration, as to engine or frame, so as to cause it to differ from stock models regularly sold in the open market. Except for hill-climbs, stock models must be fitted with mufflers.

Standing and flying start records will be recognized for the kilometer and the mile, and thereafter only flying start records. Records will continue to be distinguished as those made in competition and against time. Record claims must be filed with the chairman of the competition committee not later than fifteen days after they have been made. There will be five national championships, viz., one mile, two miles, five miles, ten miles, and one hour. Hereafter, promoters of races will be expected to prove payment for prizes before entry blanks are distributed.

The corrupt practices clause has been strengthened, the provisions affecting protests and appeals are the same as under the old rules. The hill climbing low weight limit has been increased from 125 to 135 pounds. Finally all competitors in events sanctioned by the Federation must be F. A. M. members.

The new rules will be printed in the near future. At Mr. Ovington's suggestion, there will be added, as in the A. A. rule book, a two-page appendix of power and mileage tables.

A FTER finding that the duties demanded by the Canadian government were more than they thought poper. Archibald E. Morse and Marvin T. Booth, both of Worcester, have crossed over the Canadian border, but not on the machines on which they left Worcester, more than a month ago. The young men were held up at St. Albans, Vt., for a month, awaiting some decision by the government at Ottawa regarding the tariff.

It is said that the motorcycles used by Morse and Booth were the first to show up for crossing into Canada. That is what caused the delay at St. Albans, it is declared.



Part of the Riders Lined Up About the Soldiers' and Sai

#### THE TRIP TO KOKOMO

ONE of the most enjoyable features of the many supplied by the entertainers to the visitors to Indianapolis for the meet of the F. A. M. was the run by special traction car to Kokomo. It had been arranged to have the trip made on the machines, but owing to the condition of the roads Mr. Spraker, of the Kokomo Rubber Company, changed the plans and provided one of the large special cars for conveyance. A party sufficiently large to comfortably fill the car went along. Cigars ad lib, were passed around and, after a delightful ride through the beautiful country made famous by J. Whitcomb Riley, the party arrived at Kokomo.

Chief Kokomo, from whom the city of Kokomo was named, was born about the year 1775. He was chief of the Miami Indian tribe, whose village was located south of Wildcat River, where is now located South Kokomo.

Chief Kokomo was a strong and silent man. He traced the little paths made bare by the moccasin and the ponies' tread through dark woods along the banks of the little streams that wend their way to the greater streams. Since that day the white man has built miles of beautiful roads over which the gridiron tread of the Kokomo tire rolls swiftly along.

Chief Kokomo died in loneliness about the year 1838, and was buried according to the customs of his people, though directed by the white man. His remains now lie buried in the old cemetery at Kokomo.

Kokomo, the city, lay dead like the chief after whom it was named until the establishment there of the Kokomo Rubber Company, which manufactures the tire that has made Kokomo famous. After a ride to South Park the guests were taken to the Kokomo Country Club, where Mr. Spraker welcomed the guests. Here, on the wide veranda, tables were spread for a dinner which was a credit to the chef and served with excellent taste. The menu consisted of broiled chicken, salad, potatoes, jelly, peas, ice cream, cake and Milwaukee spring water labeled with a blue ribbon. After music, etc., three times three and a tiger were given for Kokomo, and a happy little speech from Mr. Spraker the younger followed. Then a visit was made to the factory and the methods of making tires fully explained to the visitors.

Sixty-eight made the trip to Kokomo as follows: Marion Collamore, Toledo, O.; Lucy Edgell, Dallas, Tex.; Helen P. Kraus, Peru, Indiana; A. B. Coffman, Toledo, O.; Milton Kraus, Peru, Ind.; Wm. F. McCoy, Indianapolis; Chas. G. Percival, Motor Car of New York; Ben E. Neal, Buffalo, N. Y.; H. H. Ganson, Buffalo, N. Y.; W. L. Walsh, Chicago, Ill.; Herman Boyd, Indianapolis; C. O. Hardman, Springfield, Ohio; R. W. DuSell, Aurora, Ill.; A. II. Crocker, Chicago,

III.; L. C. Woodfill, Kokomo, Ind.; V. Holder, Chicago; C. M. Anderson, Chicago; R. V. Peterson, Chicago; H. A. French, Baltimore, Md.; J. F. Kilham, Beverly, Mass.; F. L. Hunt. Rochester, N. Y.; A. D. Cook, Rochester, N. Y.; W. W. Ingram, Rutland, Ill.; C. W. Hulse, New Haven, Conn.; Elmer Hostetter, Kokomo, Ind.; Will C. Studdiford, Kokomo, Ind.; Noble Shepherd, Kokomo, Ind.; Rob. Baxter, Grand Rapids, Mich.; Jos. H. Porsson, Grand Rapids, Mich.; B. A. Swenson, Providence, R. I.; F. E. Wilkinson, Providence, R. I.; L. J. Mueller, Cleveland, Ohio; P. B. Whitney, Springfield, Mass.; Chas. T. Henderson, Springfield, Ohio; A. L. Miller, Indianapolis, Ind.; O. P. Hewlett, St. Louis, Mo.; Fred E. Glynn, Pittsburg, Pa.; A. P. Knight, Greensburg, Pa.; A. E. Griffith, Reading, Pa.; Whipple, The Motor Cycle Man, Chicago; C. R. Strayer, Kokomo, Ind.; Frank Walling, Owego, N. Y.; C. K. Ball, Owego, N. Y.; LeRoy Cook, New York City; Frank L. Berry, Kansas City, Mo.; Rex Earlywine, Peru, Ind.; A. R. Oberwegner, Toledo, O.; J. A. Kennedy, Chicago; Geo. F. Wolff, Chicago, Ill.; Chas. J. Berrick, Buffalo, N. Y.; John Nervy, Kokomo, Ind.; S. J. Chubbuck, Toledo, O.; Chas. W. Sickle. Hammond, Ind.; D. L. Spraker, Kokomo; Jos. DeSalvo, Chicago; A. G. Lyon, Chicago; R. J. Buxe, Louisville, Ky.; P. J. Kuhn, Jr., Louisville, Ky.; L. H. Cornish, New York City; D. C. Spraker, Indiana; Geo. W. Reinbold, Philadelphia; R. R. Bowen, Kokomo; J. McCarver. Indianapolis; G. H. Snyder, South Bend, Ind.; J. H. Smith. South Bend, Ind.; Frank D. Farber, Indianapolis; Eldridge Carter, Indianapolis; G. S. Patterson, Indianapolis; Christian Zehring, Kokomo, Ind.

The parade Wednesday afternoon was viewed by thousands of interested spectators who lined the sidewalks, and it received much favorable comment, although it was not up to the expectations of the promoters. Many riders preferred to spend the afternoon at the speedway, while others were out of the city, the Kokomo trip, among other things, depleting their ranks. The procession was headed by the Indianapolis motorcycle police—Stone, Wilson, Todd and Gibney. The riders were decorated with red and blue, the convention colors, and they carried pennants.

For Thursday evening the committee had planned a pleasant surprise for the visitors in an evening's entertainment at the German Club. Here in a typical German family garden, with an excellent band of music, vaudeville and refreshments were supplied in nice proportion. Friday evening Suburban Park was the scene of some clever boxing bouts interspersed with song and, of course, refreshments and generous "handouts" of lunch.



ument Preparatory to Parading Through the Streets of Indianapolis.

#### A LIST OF THE VISITORS

N addition to those whose names have already been mentioned in connection with the endurance run, the convention, the speedway races or as being members of any of the committees in charge, there were present at the F. A. M. meet in Indianapolis last week the following:

A. J. Musselman, American Motor Cycle Company, Chicago; W. G. Shack, Emblem Manufacturing Company, Angola, N. Y.; Oscar Hedstrom, Hendee Manufacturing Company, Springfield, Mass.; Edward W. Buffum, Merkel-Light Motor Company, Pottstown, Pa.; W. T. Marsh, American Motor Company, Brockton, Mass.; George P. Jenkins, M. M. agent in New York; Eugene C. Kircherer, N. S. U. Motor Company, New York; Fred Voelker, N. S. U. Motor Company, New York; Percy Pierce, Pierce Cycle Company, Buffalo, N. Y.; Messrs. Ives, Sayre and Ball, of the Reliance Motorcycle Co., Owego, N. Y.; A. B. Coffman, Consolidated Manufacturing Company, Toledo, O.; Charles Van Syckle, captain of the Chicago Motorcycle Club; twenty riders constituting the Clan Excelsior, of Chicago; G. M. Blodgett, of the New England Automobile Journal, of Providence, R. I.; Leonard Patterson, of the Atlantic City, N. J., Automobile Club; A. B. Weschler, sales manager of the Hendee Manufacturing Company, of Springfield, Mass.; Bert Holden, captain of the Springfield, Mass., Motorcycle Club; John F. Fisher, manager of the Chicago Indian branch office; President Howard A. French, of the Baltimore Club; F. R. Casebeer, Terre Haute; Eugene Gaestel, New York; Harvey Bernard and Oakley Fisher, Milwaukee; J. Boyd Anderson, Elizabeth City, N. C.; Walter Berner, Indianapolis; Gus Wadsworth, Newport, Ky.; F. G. Crockett, Indianapolis; H. H. Holstein, Indianapolis; Irving Howich and Harvey F. Nixon, of Dayton, O.; Raymond Seymour, Los Angeles; James Oldacre, J. A. Sink and John Merz, of Indianapolis; Charles S. Spencer, Springfield; together with scores of others, some of them coming as representatives of clubs, and others in simply a personal capacity.

The following is a list of those whose names were registered at the headquarters of the Indiana Club. The list shows the representation of visitors according to States: W. Hulse, Connecticut.—A. H. Harop, New Britain; C.

New Haven; Stanley Kellogg, Bridgeport; W. R. Mac-Guyer, Waterbury; Chas. Swanson, New Britain. Rhode Island.—B. A. Swenson, Providence; T. E. Wil-

kinson, Providence.

Georgia.—C. S. Elyea, Atlanta; V. V. Chambers, Rome; W. H. Moss, Rome,

Kentucky.—Gus Wadsworth, Newport; Carl H. O'Bar-

nier, Flemingsburg; C. W. McDaniels, Ashland; B. C. Ogden, Ashland; R. Alfred Hayes, Louisville; Leonard W. Doolan, Louisville; R. L. Davis, Louisville; R. J. Buxe. Louisville.

Kansas.-D. B. Simpson, Topeka.

Maryland.-Howard A. French, Baltimore.

Pennsylvania.—Geo. W. Reinbold, Philadelphia; W. Bewley, Reading; W. F. Remppis, Reading; Chas. D. Foht, Erie; W. N. Reinhard, Erie; R. K. Mendle, Pittsburg; Lyle Geiger, Pittsburg; A. G. Schmidt, Pittsburg; M. P. White, Pottstown; W. G. Teubner, Pottstown; Edward Buffum, Pottstown; J. F. Merkel, Pottstown; Edwin G. Muller, Johnstown.

California.—B. E. Seymour, Los Angeles; Eddie Lingenfelder, Los Angeles.

North Carolina.—J. Boyd Anderson, Elizabeth City. New York.—H. B. Lyon, New York City; Fred Voelker, New York City; E. C. Kicherer, New York City; B. Smits, New York City; F. L. Hunt, Rochester; Harold J. Levis, M.D., Rochester; A. D. Cook, Rochester; John Glos, Angola; M. E. Gale, Angola; C. R. Bailey, Binghamton; H. J. Wehman, Brooklyn; Mrs. H. J. Wehman, Brooklyn; Lawrence B. Sperry, Brooklyn; F. S. Elliot, Elmira; C. K. Ball, Owego; Sanford Davison, Owego; Frank Walling, Owego; Dr. Chas. J. Berrick, Buffalo; F. B. Serles, Buffalo; H. B. Alderman, Buffalo; Henry J. Keifler, Buffalo; W. G. Schack, Buffalo; H. H. Ganson, Buffalo; Albert H. Peters, Buffalo; L. J. Fypperman, Buffalo; Percy P. Pierce, Buffalo; Le Roy Cook, New York City; John B. Tower, New York City; H. E. Weber, New York City; F. A. Valiant, New York City; Earle L. Ovington, New York City; Dr. Thornley, New York City; A. E. Griffith, New York City; R. G. Betts, New York City; A. G. Chapple, New York City; L. H. Cornish, New York City; J. F. McLoughlin, New York City; J. Leo Sauer, New York City.

New Jersey.—George C. Smith, Newark.

Massachusetts.-J. F. Kelham, Beverley; P. B. Whitney, Springfield; Oscar Hedstrom, Springfield; Chas. S. Spen-

cer. Springfield; J. Weschler, Springfield.

Michigan.—C. H. Drude, Detroit; Robert Molte, Detroit; Fred Kicherer, Detroit; R. M. Hunter, Detroit; D. T. Klarts, Detroit; Jos. H. Poissin, Grand Rapids; J. H. Kringenge, Grand Rapids; N. J. Houze, Grand Rapids; J. H.

Houze, Grand Rapids; J. Arkema, Grand Rapids.

Minnesota.—A. L. Keck, Minneapolis; Wm. Edwards, Minneapolis; F. C. Legg, Minneapolis.

Missouri.—Frank L. Berry, Kansas City; John Henck, St. Louis; J. B. Mueller, St. Louis; Tim Bahnsen, St. Louis; Ralph Wilson, St. Louis; Chas. F. Van Horn, St. Louis; P. H. Orr, St. Louis.

Wisconsin.—S. Lacy Crolius, Milwaukee; Walter Davidson, Milwaukee; F. A. Berner, Milwaukee; H. T. Roberts, Milwaukee; Wm. S. Harley, Milwaukee; Ralph D. Sporleder, Wauwatosa.

Ohio.—C. H. Maraurille, Akron; Edw. C. Gammeter, Akron; F. F. Broulette, Akron; G. G. Crandall, Akron; Jacob J. Sacks, Cincinnati; R. W. Lucas, Cincinnati; Theo. D. Wetterstroem, Cincinnati; A. K. Sanders, Cincinnati; John L. Austin, Cincinnati; Harry Beach, Cincinnati; C. Tettenborn, Cincinnati; Herman Wessel, Cincinnati; E. L. Dearking, Cincinnati; C. A. Schima, Cincinnati; Chas. Laile, Jr., Cincinnati; E. H. Adams, Cincinnati; Clarence Rossiter, Cincinnati; Lewis Gedein, Cleveland; Arthur W. Lees, Cleveland; Robert S. Gray, Cleveland; W. J. Lister, Cleveland; Andrew H. Davis, Cleveland; B. A. Quayle, Cleveland; Andrew H. Davis, Cleveland; B. A. Quayle, Cleveland; L. J. Mueller, Cleveland; E. T. Day, Columbus; J. E. Stormant, Columbus; J. T. Shuster, Columbus; A. C. Edwards, Columbus; H. B. Allen, Dayton; J. C. Turpin, Dayton; J. W. Graham, Dayton; Irving Howich, Dayton; Harvey F. Nixon, Dayton; Walter Anderson, Dayton; W. H. Rossiter, Dayton; L. M. Brannon, Dayton; Jos. A. McKenny, Dayton; Clem G. Schwieterman, Dayton; Henry F. Detzel, Dayton; E. M. Jamson, Middletown; C. O. Hardman, Springfield; Chas. T. Henderson, Springfield; A. B. Coffman, Toledo; A. R. Oberwegner, Toledo.

Illinois.—A. C. Hall, Aurora; R. U. Du Sell, Aurora; Harry R. Hedges, Chicago; H. N. Kirk, Chicago; Morris E. Corley, Chicago; G. H. Wuster, Chicago; F. W. Nelson, Chicago; C. M. Anderson, Chicago; Geo. W. Sherman, Chicago; C. H. Lang, Chicago; G. J. Gentleman, Chicago; Fred Huyck, Chicago; David Griffiths, Chicago; Ernest H. Danielson, Chicago; H. E. Richardson, Chicago; H. Bernard, Chicago; E. L. Hess, Chicago; G. M. Greene, Chicago; John C. Hosman, Chicago; R. E. Underhill, Chicago; Geo. F. Wolff, Chicago; F. D. Storm, Chicago; J. S. Tormey, Chicago; G. H. Squier, Chicago; A. H. Crocker, Chicago; F. B. Hart, Chicago; J. S. Woodworth, Chicago; H. T. Adams, Chicago; A. G. Lyon, Chicago; D. Dunn, Chicago; Jos. De Salvo, Chicago; J. G. Turner, Chicago; G. W. Lyon, Chicago; Geo. E. Covington, Chicago; A. Kestocher, Chicago; Lovell Gillespie, Danville; A. C. Byerly, Danville; A. B. Porter, La Salle; Sam G. Lauterbach, Mendola; W. W. Jugsam, Rutland; A. C. Strausbury, Canton.

Indiana.—Charles W. Brand, Lafayette; E. C. Clapper, Lafayette; H. C. Roth, Lafayette; R. L. Kenny, Lafayette; Leland Radford, Martinsville; Herbert Frick, South Port; Joseph C. Smith, La Porte; Paul Helm, Lebanon; D. L. Spraker, Kokomo; J. B. Morrow, Kokomo; J. Fred Probst, Terre Haute; Chas. Weatherhead, Elkhart: Wm. Jacob, Crown Point; Rosco Heil, Crown Point; Fred Thomas, New Castle; A. R. Pierce, New Castle; T. D. Pouch, New Castle; Elmer S. Smith, Richmond; Chas. A. Tangeman, Richmond; H. J. Bauer, Lafayette; J. Gallagher, Lafayette; Noble Shelby, Lebanon.

Indianapolis, Indiana.—Chas. Wyatt, Harry Dipple, Robt. H. Sturm, Harry Graff, G. H. Hamilton, F. I. Willis, L. M. Wainwright, John Hohl, Chas. H. Foley, C. R. Scott, Harry C. Stevens, Frank Sloan, Wm. Adair, G. C. Hert, Karl Erath, F. W. Erath, Paul E. Kottlowski, H. R. Bretney, Joseph Quessigoin, Ocie M. Jones, Harry Damson, F. A. McNorton, E. J. Kelsa, Philip S. Brown, J. C. Rickerts, Albert C. Gibney, F. O. Minter, F. G. Crockett, Eldridge Carle, John A. Sink, M. S. Hodgin, Jno. E. Merz, Chas. E. Merz, Oscar Hasse, Henry Gollinski, Geo. E. Hofer, Billy Grimes, A. L. Miller, Leslie R. Boone, Erwin G. Baker, H. A. Pope, A. B. Colbs, Jack Rice, G. H. Westing, Fred Teuter, H. H. Hollstein, J. V. Hofmann, G. W. Stephens, Ray J. Bronson, Carl M. Davis, J. E. Oldacre, Wm. McCoy, Gus Habich, A. Mariana, P. C. Hudson, H. A. Githens, Chas. F. Ball, O. F. McLain, W. Wallerich, S. E. Berry, Elbert Jenkins, A. B. Cobb, Brandt Steele, C. L. Bornscheim, O. H. Talent, Wm. F. Schlegel, C. C. Hendrickson, L. A. Chapman, Herman Boyd, R. T. Friend, C. E. Armstrong.

The officers of the Indiana Motorcycle Club, which entertained the visitors so well, are Charles Wyatt. president; H. L. Dipple, vice-president; Harry Graff, treasurer; Robert Sturn, secretary; L. M. Wainwright, G. H. Hamilton and F. I. Willis, directors.

The various committees in charge of the arrangements for the meet were thus constituted:

Executive—Charles Wyatt, chairman; H. L. Dipple, Harry Graff, Robert H. Sturn, L. M. Wainwright, G. H. Hamilton and F. I. Willis.

Finance—Gus Habich, chairman; F. I. Willis and

Finance—Gus Habich, chairman; F. I. Willis and George C. Detch.

Press-G. W. Stephens, chairman; F. O. Minter.

Programme—H. A. Githens, chairman; Frank B. Willis and Lee Chapman.

Entertainment-G. H. Westing, chairman; Harry Graff and John McGarver.

Prizes-W. D. Dean, chairman; C. E. Ball and P. C. Hudson.



At the Country Club at Kokomo.

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#### THE NEW RULES.

ONFRONTED with a serious crisis, from the standpoint of both the F. A. M. and of motorcycle racing in the United States, the convention held in Indianapolis last week, adopted, as part of the competition rules, an article providing for three classes of racing men, private owners, trade riders, and professionals. The result was a compromise between those who believed in maintaining the old order of things and that element which, in its endeavors to provide a new, would probably have gone too far. The outcome is by no means a perfect set of rules, for there are flaws and loopholes in the new classification; but that a vast improvement upon the pitiably faulty twopart classification has been made is almost unanimously conceded.

The new rules leave the professional as he was and divide the amateur riders into private owners and trade riders. The promoter and manufacturer will continue to be permitted, of course, to bid for the professional. The builders of machines will also have certain privileges within the trade rider class, inasmuch as this species of racing man, as his name implies, is one who has connections with the trade, nor need he own the machine he rides. But the manufacturer must go no farther than that. He must let the private owner alone. In any event, that is positively the stand this paper will take, as long as the newly adopted rules are in force. The definition may not be quite impregnable, but we shall do our utmost to prevent any successful assault upon the private owner class, and seek to expose any scheme having that end in view. We shall pursue this course because we believe it to be in the interest of the F. A. M., of the sport, and even of the manufacturers themselves. They will have their professionals and in addition, their trade riders. They should ask for no more than that; this should be tacitly if not implicitly understood among them.

The representatives of this paper opposed distinguishing between alleged different kinds of trade riders on the ground that, although such a distinction might seem theoretically correct, it was impracticable. It was shown that, in many instances, the agent-rider has as many advantages as the out-and-out factory track and road race representative. If it were possible to draw a clear line

of demarkation between the trade rider who makes a profession of his trade, and the one who makes a profession of riding, then it would be possible and just to separate the two, and throw the latter among the professionals. The powerful A. A. U. has been unable to do this; could such a reform, if reform it may be called, have been brought about by the F. A. M., growing, it is true, but as yet only on infant in the athletic field? It remains for the chairman of the competition committee to do all in his power to bring about the professionalization of phony trade riders, but to expect him, or the convention, for that matter, to solve the entire difficulty is to demand too much. It is all well enough to declare that some of our amateurs are such in name only; it is another thing to prove them so, while it would have been a grave mistake to have arbitrarily assumed that the man who races as he travels is necessarily paid just for racing, or that this man has any great advantage over the local trade rider. Experts differ, differ honestly, and who shall decide when doctors disagree?

That, in substance, is the situation which produced the new classification. We have passed out of the old order of things, not by any means into the new, but upon the path which leads to the new. Most important of all, the revised competition rules provide, through an ironbound definition, for the wants of the purest amateur of them all, the strictly legitimate private owner. That was the object primarily sought by the reform element; while, on the other hand, the purpose of the opposition to maintain the amateur status of the man who makes his trade his profession has also been realized. No complete victory has been achieved by either party to the controversy. Much has been given, and much taken away. Most important at all, we have harmony where discord had threatened, and personal prejudice placed in jeopardy the welfare of the F. A. M., the interests of the sport, and the principle of the greatest good to the greatest number.

The new classification is admittedly an experiment. With the passage of time it will have to be improved upon. It is in no sense the last word on the subject. But it marks the breaking away from idols which we had been worshipping with lip prayers only. The convention has crushed a fetich, and for that, and that alone, it deserves commendation. The new classification, despite its imperfections, will, we believe, prove epochal in our sport. Finally, we would state that we are by no means committed to maintain, simply because we participated in its making, that the new classification is the thing. On the contrary, we shall, in carefully studying its operation, note and give publicity to that which is either good or bad in it.

#### A SUCCESSFUL MEET.

SUCCESSFUL far beyond the expectations of the most sanguing the roop E. A. 3. sanguine, the 1909 F. A. M. meet has passed into the history of motorcycling in America. It is a pleasure indeed to make use of this opportunity to commend the energy, the skillful management, and the enthusiasm of those who made possible last week's interesting and profitable program. The Indianapolis Meet Club, practically the hustling Indiana Club, presided over by Charles Wyatt, Vice-President-elect of the Western District, outlined and operated the week's series of events as though they had been accustomed to do that sort of thing all the time. There was only one hitch, the Speedway "frost," and for that it is certain none of the committees was responsible.

The Indianapolis track may be productive of safe and fast racing conditions in the course of time; it was only too evident to those who went out to witness the races last Saturday that such was not yet the case. On the contrary, it was all a rider's life was worth to attempt to travel on that rough surface at a rate of more than

fifty miles an hour. As it was, De Rosier, one of the most clever racing men in the world, sustained a serious fall, and that several others did not meet with a similar fate was simply their good fortune. Every starter took a great risk, too great a risk in fact, to make any effort to win worth while, so that, when the last race on the program was announced, there was not a single starter. Of course, the crowd was disappointed; so were those more intimately concerned. The responsibility can be placed nowhere other than upon the shoulders of the track owners, who should not have made promises which they so dismally failed to keep. They, in their turn, blame the weather, it having been persistently wet in and about Indianapolis this summer. Aside from this, the meet was a magnificent triumph for its promoters.

#### THE RETIRING PRESIDENT.

A FTER a year of service Earle L. Ovington retires as president of the F. A. M. He could have been re-elected had he and his friends chosen, despite all gossip to the contrary. But he had had enough of it and therefore made no effort to be re-elected. For several years Ovington has been the most notable personal figure in motorcycling in this country. He divided this honor to some extent with another gentleman, whose name is known from ocean to ocean. But this person referred to has achieved a national reputation through his large business enterprise, which has enabled him to widely advertise motorcycling and make converts to it. Ovington was, himself, always a good advertiser; but he supplemented this personally. Since the earliest days of motorcycling he has been an enthusiast. Being well informed on every phase of the subject, and being a good talker and ready writer, he has made himself heard all over the country. In fact he created a large personal following solely through print.

He is, as writers say, "a splendid figure of a man," and is seen to particular advantage on a motorcycle. He has talked much and been on view at all important meets. It is impossible at this moment to measure the influence he has had in the development of this sport. Personally he always was and is a lovable fellow. It has been said that he talks too much. This, however, is due to the fact that he is widely informed on many subjects and superficially informed on almost any subject. This all-round education and experience, coupled with immense vitality, keeps him in a continuous state of bubbling over; hut Ovington's bubbles are worth most other men's matured thought. We would not wish to seem to over-praise Ovington. He is a highly organized man, with wide mechanical knowledge, fair, broad-minded, big, playful, and above all things, honest. The good wishes of all who know him will follow him throughout his motorcycle career.

#### EXPORT TRADE.

THE "American Exposition at Berlin, 1910," has been circularizing the American class press to place before the American manufacturers the facts about its exposition, which is to be held in Berlin next year. The American Advisory Committee connected with this exposition represents the best class of Germans and German-Americans in this country. Notwithstanding that fact we advise the motorcycle trade to steer clear of this exposition. Representation in Berlin will be very costly; beside that the possibility of selling American motorcycles in Germany or in any other Continental country are too remote to warrant an American maker in putting up a special display at this exposition. The fact is, the American motorcycle trade is not yet ready for export business. The signs seem to clearly indicate that, for some time to come, the home trade will be vital enough and expansive enough to occupy all their brains and all their capital.

It is a matter of tradition that an American manufacturer is always tickled to death whenever he gets a foreign inquiry;

but it is usually a case of much cry and little wool. This verdict does not apply to all trades, but to most of them. It certainly applies to the motorcycle trade. To follow up the export business closely at this time is to chase a will-o'-thewisp. The sale of American-made motorcycles in Continental Europe is a dream of the far future,

#### THE WILD AND WOOLLY.

THE "Wild and Woolly," if one can now consider Ohio and Indiana the West, continues to retain its enthusiasms. Indeed, one of the chief glories of the West is its get-up-and-get-there quality. And this is a big factor, whether it be business or play. On the Connersville Hill two thousand people lined the course and cheered the riders on their way. Along the entire journey—we of course mean the Endurance Run—the thing at times seemed to be a triumphal procession. The official auto kept about a half hour ahead of the caravan of crackling, spurting machines. As soon as its occupants had warned the country-side that the "dare devils" were coming, the entire populace turned out. Farmers drove wagon loads of sight-seers to points along the course and stationed themselves under shade trees. Others placed chairs in front of their homes and children waved flags. All along the route the greeting was uniform and profuse. A splendid picture this, of motorcycling, not in the bud, but full-blown.

#### PRESIDENT WILLIS.

FRED WILLIS, the new President of the F. A. M., is a man of action, successful in business, original in his ideas, and the possessor of a reputation of which he may well be proud. True, he is in the trade, but only in a minor capacity, insofar as motorcycling is concerned. His big interests lie in another field. Mr. Willis has the qualifications which spell executive ability; he can do, and do easily, a greater work than that of governing the affairs of the Federation. This does not mean that the presidency of the F. A. M. is a small proposition but rather that Mr. Willis is a big man, not in stature, but in character and ability. The Federation is fortunate to be able to enlist the services of an enthusiast like Mr. Willis, and we venture to predict for him a happy regime, and, under his capable direction, a rapid and healthy development for the F. A. M.

#### SPRINGFIELD'S TRACK.

THE Springfield track proved a record breaker, as is told elsewhere in this paper. It was inaugurated on July 31, and world's records fell by the score; in fact, there was just a score and a half of them. The quality of the track is best expressed by Huyck's mile in 423/5 instead of the old world's record of 453/5. The track is perfectly safe and has an ideal location. The sport was in the hands of men of national reputation, and nothing occurred throughout the afternoon which would point to favoritism. The meet attracted four thousand people, who were quietly but sincerely enthusiastic over the menu offered them. This Springfield track should give a big stimulus to motorcycling in New England, and it should be supported by the entire trade. Those manufacturers who would win laurels on the path owe it to themselves and to the sport to send their men to Springfield the next time a meet is held there. But of course they must send good men, fast, capable men; for there's a bunch of Indians lurking there and thereabout looking for scalps.

N the Great Endurance one of the competitors turned a complete somersault, "but continued on his way as if nothing had happened."



DOCTOR THEODORE LEHMANN, of New York, writes that he "cannot refrain from saying that the man with the dirty machine, whose dress is slovenly, and who makes a lot of noise while riding," offers decidedly little encouragement to those who may contemplate taking up the sport. The doctor is quite right. Excessive speed, dirt and noise are responsible for all the criticisms which have been directed against the motorcycle. Eliminate these, and public prejudice will almost immediately disappear, if only because its foundations will have crumbled utterly away. Since each one of the causes named is removable, there is no reason in the world why two-wheeled motor driving should not become one of the most attractive and generally popular forms of outdoor recreation in America.

FAIRLY good line can be gotten on the English motorcycle trade from a report of motorcycle exports for the week ending July I, published in an English trade paper. During that week the exports totaled \$5.775, which, multiplied by fifty-two, makes the total for the year \$297,000. Of course we do not know whether this was an average week, or not; but we have written to find out. This product was distributed all over the world, particularly among the English colonies. Some of the biggest figures are as follows: Melbourne, \$1,830; Lyttelton, \$1,100; Singapore, \$550; Invercargill, \$425; Rotterdam, \$250; Brisbane, \$360; Bombay, \$155; Auckland, \$150; Cape Town, \$170.

THE Chicago Sunday Tribune of Aug. 8 featured motor-cycling, giving it about a half page, with pictures, etc. It started off like this: "With a Noise Resembling The Blast Of An Asthmatic Dragon, The Motorcyclist Has Chugged His Way Into Prominence." This is thrown into big type of the scare-head style. The article opens in this yellow vein, but finally gets down to business, telling how the motorcycle is coming into its own, etc. There is also an interview with F. B. Hart, also a picture of the Chicago Motorcycle Club and photographs of a telephone lineman and a rural postman. The whole thing is good for motorcycling.

THE "Terrible Swede" broke out again this year; he always does about this time. Last year he scorched from New York to Chicago. This year he burned up the roads from New York to Cleveland, doing about six hundred miles in twenty-five hours. And the "Terrible Swede" is no kid either, but a man in the full flood of life; but he's hard as nails. In private the "Terrible Swede" is known as B. A. Swenson, of Providence, R. I. He's an Indian.

MOTORCYCLIST killed on Riverside Drive last week, young chap, chauffeur. Bad, too bad. But it was 3.15 in the morning, he was trying out a new machine, rushing down Ninety-eighth street hill driving at ninety an hour, and with one eye on the lookout for a policeman, too. So what could you expect?

SOME Rochester men are thinking of building a motorcycle race track. They claim that a six-lap track will save land and lumber. True enough; but it will not save life. A six-lap motorcycle track is a death-trap. If the Rochester men build a six-lap track they should be indicted for murder in the first degree at the first killing, because premeditation could easily be proven. The ideal motorcycle track at this moment is the Springfield track, and that is three laps to the mile.

PHOENIX, Ariz., has a rider named Early Brawn. But in a race he started in he didn't get there, just the same.

#### COLONEL ALBERT A. POPE.

ON Tuesday, August 10, Colonel Albert A. Pope died at his summer home at Cohasset, Mass. He was sixtysix years old. He was not the founder of the bicycle business, but its creator. Other pioneers had preceded him by a few years. But Colonel Pope came along-he was then less than forty years old and surcharged with vitality -and put the business on its feet. He spent money lavishly, advertised the name Columbia in the remotest corners of this and every other country and thus made hundreds of thousands of converts to bicycling. In everything that concerned cycling, whether direct or remote, Pope money and Pope men were ever to the front. From the day he started in the bicycle business all others engaged in that business were in every way in the second class. Colonel Pope occupied the first class entirely and completely from start to finish. His climax was marked after he had completed that splendid group of factories at Hartford, Pope Manufacturing Company's Columbia plant, Hartford Wheel Company's bicycle plant, Pope Tube Works, Hartford Rubber Works and The Electric Vehicle Company. After that came, not exactly the deluge, but turmoil, trouble. Colonel Pope was a great man and the charm of it all was that his greatness was softened by certain qualities which were entirely human. He was not of the austere, cold and lofty type, but big, genial, full of laughter. He was a rare man, one not often duplicated. He bore all the marks of a splendid ancestry. He belonged to the merchant prince class and he looked the part and acted it. It is a privilege to publish here this slight tribute to his memory.

CREDIT to the trade! All hail! It's not a rich old trade, but a young and hopeful one. Yet it put its men and its money behind the Endurance Run. May the return be not that of the buried talent.

.\*

Harry Graff is to be commended for declining the Treasurership, when he might have reached forth and made it his own. But to have elected three Indianapolis men would have been a big mistake.

All hail to the men who devised the Endurance Run. No other course could have served the purpose more admirably than did the route between Cleveland and Indianapolis, by way of Columbus.

Now for an affiliation with the A. C. U., and international competion. We confidently feel that the Briton has absolutely "nothing on us." Let us have an opportunity to prove it.

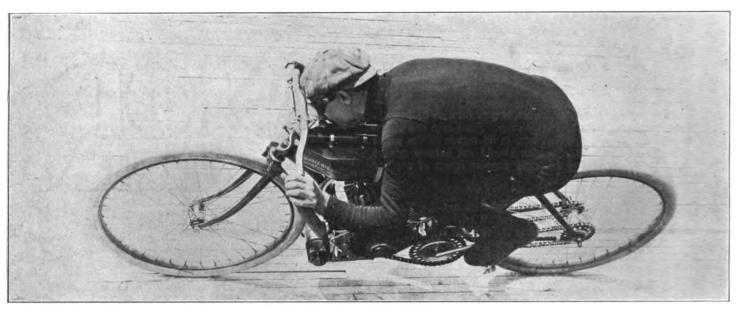
Say what you will, there's stamina and ingenuity and pluck in men who succeed in the face of such obstacles as confronted the ninety-six riders on the Endurance.

Glad to hear Mr. Marsh is one of us again. His reinstatement to membership was demanded by every circumstance in the premises.

Hamilton, old chap, let us extend to you our heartiest felicitations. You certainly proved yourself to be the man for the job.

Too had, Hastings. We would like to have had you back among the Simon pures, where you belong.

The Springfield 1910 meet enthusiasts have manifestly made an early start.



DE ROSIER TRAVELING A QUARTER MILE IN TEN SECONDS.

#### SPRINGFIELD'S INAUGURAL

Huyck Makes New World's Records One to Five Miles—De Rosier Alters the Slate From Seven to Twenty-five Miles.

THE new Springfield track was dedicated to motorcycle racing on Saturday afternoon, July 31. Three thousand people were in the seats which bordered the top half of the track and several hundred more were inside the enclosure; also fifty or more automobiles. The track at once proved to be in a class by itself, and relegated all other motorcycle paths into the second class. Even Los Angeles must now be considered as no longer the last word in motorcycle track construction. The new track proved a perfect wonder from the standpoint of speed and safety. Here are samples:

Huyck, in a mile trial, flying start, cut the world's record from 4535 to 4235, which is quite some cutting. De-Rosier, in a mile trial, flying, clipped the old record from 4715 to 4315, which is quite some slicing. In a five-mile trial Huyck produced a new figure of 3.4015, wiping out 3.5015, and finally, in the twenty-five-mile professional race, DeRosier spread-eagled his field, and, getting among the world's records at the seventh mile, finished out in 20.1325. The old figure was 21.38.

Considering that the track was new to most of the riders and that it was a new track anyway, it must be accepted that Springfield is the best thing we know of up to the present moment. Indeed, after his mile trial, Huyck, who had not turned a hair, walked up to the official stand and said that he could "beat it." And everybody believed him.

The new path is absolutely safe for four men. It is a third of a mile circuit, is absolutely circular, and forms a perfect saucer. It measures five thousand seven hundred and sixty-seven feet and eight inches to the lap, and the three times' circuit gives five thousand three hundred and three feet, or twenty-three feet over the mile. This masurement was taken at a point eighteen inches from the inner rim of the track. As regards the correctness of the measurements. Motorcycle Illustrated has inspected the original certificate of Engineer Charles J. Hancock, sworn to by Daniel E. Leary, a justice of the peace in Springfield. As for the timing, it was above reproach. The men who held the watches were Dr. Thornley, chairman of the Competition Committee; Joseph Goodman of the Bicycling

World and F. P. Prial of MOTORCYCLE ILLUSTRATED. In the Huyck trial all three watches stopped at 423/5, which is sufficient proof of the quality of the timers.

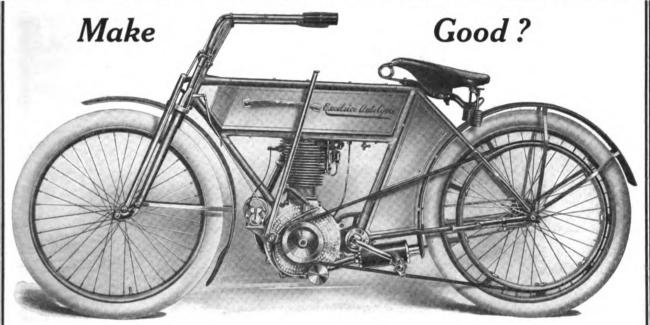
The track is a new pine board circuit set out in the fields north of Springfield, and reachable by trolley car. At the present time there is an eighth of a mile walk, but this, in time, will be abridged by a railway spur. At Los Angeles, Jack Prince had noticed that the men always made the necessary adjustments on the curves, and after a talk with them he decided to experiment with a perfectly circular track. This he has done with great success.

The meet, by the by, might be called an Indian matinee, as all the riders were mounted on that type of machine, with the sole exception of W. H. Whitmarsh, of Providence. He rode an R. S., but did not cut much figure in the racing, though, in a private trial at the end of the meet he negotiated a mile in 533/5. Away and beyond all other men on the track shone DeRosier, of the graceful physique, and with all the tactics of a racetrack general. When at full speed he rides faultlessly, is, in fact, a part of the machine. In the twenty-five mile race, his work, after several miles, became simply fascinating from its sheer perfection. In the one mile amateur, 45 class, Spencer, of Springfield, lowered the colors of Gustafson, a town mate, and also beat out Fred Huyck. In the one mile professional, class 61, De-Rosier easily won. In the three mile amateur race Gustafson was never headed. In the ten mile professional De Rosier had no trouble, and in the ten mile amateur Gustasson was equally safe all the way. In the twenty-five mile professional De Rosier started to leave his field from the very crack of the pistol, and as they circled around the track lap after lap, they fell still further behind, though Ruden and Turville put up an effective struggle for second place.

The figures published below best tell the story of the events, and those who are cranks on the subject will find much pleasure in analyzing them. In the one mile trial Huyck made a lap in 1345, which is perilously near ninety miles an hour. In fact, the time for the full distance, 4235, is at the rate of eighty-seven miles an hour.

#### DID THE

## FXGELSIOP LAUTO-GYGLEV



### CERTAINLY—AS USUAL

#### Five Excelsiors Started—Four Perfect Scores

The highest proportion of any make of machine entered. Only two private owners to finish perfect on single cylinder machines. One of them an Excelsior, ridden by L. Wipperman of Buffalo, N. Y. Note the number of other makes that fell by the wayside. Then draw your own comparisons.

### Excelsior Quality Makes Good Every Time.

### **EXCELSIOR SUPPLY COMPANY**

Established 1876

233-37 Randolph Street

CHICAGO, ILL.

STANLEY T. KELLOGG, Eastern Distributor, 2233 Broadway, New York, N. Y.



A Typical Start.

But the thing was so easily done that no idea of this speed was given to the spectators. In the five mile trial Huyck covered the miles in 43½, 43½, 44½, 43½ and 44½, which surely is perfect running.

In the one mile professional trial, De Rosier rode the identical machine used by Huyck in his mile trial. It was a new twin cylinder, 7 h. p. Indian of the vintage of 1910, equipped with Bosch Magneto and G & J tires. In the twenty-five mile race, in which all the world's records fell from the seventh mile to the finish, De Rosier used an Indian fitted with the Pittsfield spark coil.

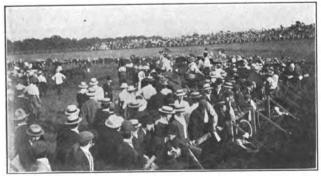
The three timers have been named. President Ovington refereed the events, while Stanley T. Kellogg was of much service in looking after things in general. Charles G. Perceival was fetched up to take care of the press end and to start, which he did very nicely, extending Indian hospitality to all out-of-town officials. Located in the center of the field in a big auto, George M. Hendee saw the Balaklava of records. As they fell, one after another, he smole softly and inwardly, and when it was all over he tenderly took the new record slate back to "the factory," and carefully placed in with other Indian archives.

#### DeRosier's Twenty-five Miles.

10.48 <del>1/</del> 5	*10 8.00 <sup>2</sup> / <sub>5</sub>	*1814.301/5
21.3645	*11 8.482/5	*1915.192/5
32.232/5	*12 9.381/5	*2016.083/5
43.101/5	*1310.261/5	*2116.57 <sup>1</sup> / <sub>5</sub>
53.581/5	*1411.153/5	*2217.45 3/5
6 4.46	*1512.041/5	*2318.34 <sup>2</sup> / <sub>5</sub>
*75.34	*1612.522/5	*2419.24 <sup>2</sup> ;
*86.23	*1713.42	*2520.13%
*97.112/5		·

\*World's records. Old record, 21.38.

Huyck's World's Record.—1/3 mile, 141/5; 3/3 mile, 282/5; 1 mile, 421/5. Old record, 453/6.



The Infield.

DeRosier's World's Record—1/3 mile, 141/5; 3/3, 281/5; 1 mile, 431/5. Old record, 471/5.

Н	uyck's Five Mile Trial.	Old Record.
I	mile0.4345	
2	miles1.27 <sup>2</sup> / <sub>5</sub>	I.37
3	miles2.12	2.264\$
•	00,0	3.17½
5	miles3.40½	3.59½

One Mile Amateur, 45 class.—Won by Charles S. Spencer, Springfield; 2, Charles Gustafson, Springfield; 3. Fred. Huyck, Chicago. Time, .5746.

One Mile Professional, 61 class.—Won by Jacob DeRosier, Springfield; 2, Carl Ruden, Manchester, N. H.; 3, Charles Turville, Philadelphia. Time, .47%.

Three Mile Amateur, 45 class.—Won by Charles Gustafson; 2, Walter Goerke; 3, Charles Spencer. Time .55%, 1.47%, 2.40%.

Ten Mile Professional, 61 class.—Won by Jacob DeRosier; 2, Carl Ruden; 3, Charles Turville, Philadelphia. Time 9.111.



Huyck Doing 42 3-5.

Ten Mile Amateur, 45 class.—Won by Charles Gustafson; 2, Walter Goerke; 3, Charles S. Spencer. Time, 8.55%. Twenty-five Mile Professional, 61 class.—Won by Jacob De-Rosier; 2, Carl Ruden; 3, Charles Turville. Time, 20.13%.

A SALLE, Ill.—The La Salle Motorcycle Club has decided to hold a race meet at the track at La Salle on Labor Day. The programme will consist of five or six motorcycle events. The track is one of the best in the State. For entry blanks send to A. B. Porter, 937 First street, La Salle, Ill.

E. R. JENKINS, of Des Moines, has closed a contract with the State fair management for a series of races that will be held at the fair grounds in the afternoons of Sept. 2 and 3. The races will include a five-mile free-forall, a five-mile event against time, a five-mile race for stock machines and a one-mile against time.

# PERFECT SCORES and GOLD MEDALS

FOR THE



In the National F. A. M. Endurance Run were won by Private Owners, which again proves that it does not take a factory expert to win on a *THOR*.

 $\P$  Quality and efficiency such as that of the THOR will always stand by the man who purchases a THOR Motorcycle.

## Aurora Automatic Machinery Co.

MEMBER M. M. A.

THOR BUILDING, CHICAGO - Distributors

## MORE REC

G&J

UT of the 103 entrants in the 1909 F. A. M. Endurance and Reliability Contest, 69 chose G & J Tires as the safest and most reliable equipment for their machines. The tire equipment on the other 34 machines was distributed among six different makes—the nearest competitor having 15 machines.

There were 37 perfect scores made, 25 of which were made on G & J Tires.

Isn't the above score sufficient proof that G & J Motor-cycle Tires stand up the best—that they are the safest and most reliable to use?

Get our catalog illustrating and pricing the different styles, also listing our complete line of valuable motorcycle accessories.



Kansas City Cleveland Pittsburg Los Angeles Atlanta St. Louis Boston Portland

## )RDS FOR

## IRES

VER 80% of all the Motorcycles entered in the Races held in Indianapolis, August 14th, were equipped with G & J Tires. Out of the seven events held G & J Tires won 5 firsts, 5 seconds and 6 thirds.

None of the riders using G & J Tires experienced any tire troubles whatsoever except two punctures from sharp pieces of stone; and these two tires were worn thin from riding before the races started.

G & J Motorcycle Tires proved in these races, as in all others, to be the fastest, the safest and the most satisfactory to use.

You always stand a much better chance of winning when you use G & J Tires.

#### Indianapolis, Ind.

Detroit Chicago New York San Francisco Denver Buffalo Philadelphia Toledo, O.



Robert Stubbs.

R. E. Walthour.

L ARGE crowds attended the series of motor races held under the auspices of the Waco Fair Association and the automobile and motorcycle clubs of Waco, Texas, during the week of July 26. The summaries: Nine miles, free for all—First, Ed Hasha (Indian); sec-

ond, R. E. Walthour (Excelsior); time, 10.40.

Twelve miles, for twins not exceeding 50 cubic inches piston displacement-First, Robert Stubbs (Indian); second, Ed Hasha (Indian); time, 13.201/5.

Twelve miles, for single cylinder machines not exceeding 30.50 cubic inches piston displacement-First, R. E. Walthour (Excelsior); second, Ed Hasha (Indian); time,

Fifteen miles, free for all, handicap-First, Ed Hasha

(Indian); second, Robert Stubbs (Indian); third, R. E. Walthour (Excelsior); time, 17.423/5.

Nine miles, for twins not exceeding 50 cubic inches piston displacement-Won by Stubbs on an Indian. In this race Hasha punctured a tire and was out of it very early in the contest. Stubbs' time was 10.14.

Nine miles, for single cylinder machines not exceeding 30.50 cubic inches piston displacement-First, Stubbs (Indian); second, Walthour (Excelsior); time, 11.06.

Nine-mile handicap race for singles-Won by Walthour, on an Excelsior; Hasha, on an Indian, was second. Time,

Nine-mile handicap pursuit race-Won by Stubbs, on an Indian.

ON July 27 Clarence Huffmann, an employee of the Tiger Cycle Works Co., left their employ without giving any notice and went his way, taking with him (without any one's permission but his own) a brand new 1909 Model Curtiss S. C., 3½ h. p. motorcycle, enamelled French gray, No. 5182, shod with Morgan & Wright 26 x 21/2-in. Bailey tread tires and equipped with a Neverout separate generator motorcycle gas lamp, an Ever Ready speedometer, a flexible bullfrog horn, 3-in. bell and a Curtiss combination stand and luggage carrier. He also took with him assorted sundries, a pair of side spring leggins and a gold filled hunting case watch and a gold fob, the watch having engraved on the back, on the inside cover, the following: "Century Road Club of America 100-Mile Run, 1902, won by H. A. Gliesman. Time, 5 hours and 20 mins."

The fob represented a statue of Victory presenting a wreath

to a cyclist and had on its upper part a diamond of a little under a half carat, and on the back was engraved, "Century Wheelmen of New York Mileage Competition, 1902, won by H. A. Gliesman; 7.892 miles."

The young man is about five (5) feet seven (7) inches in height and of slight build, has blue eyes, light hair and rosy cheeks. He will very likely be wearing a Reading Standard sweater and a black cap. It is also very likely that, if he has not already done so, he will apply for a position as bicycle and motorcycle repairman, and he will represent himself to be an expert in both lines, although he is neither. He will claim to hail from the Pacific Coast.

The Tiger Cycle Works Co. will pay a reward of \$25 to any one furnishing information that will lead to his apprehension and to the recovery of the machine, watch and fob. Send any such to the Tiger Cycle Works, 782 Eighth avenue, New York City.

THE following is the list of motorcycle races which will be conducted in connection with the automobile carnival at Lowell, Mass., September 10, 1909, 10 a. m. to 4 p. m.: Event No. 1-Flying mile trials for Speed King Trophy. Actual cash value of trophy, \$50. Entry fee, \$5. Event No. 2-Two laps, limited to private owners with machines of less than 55 cubic inches piston displacement without auxiliary exhaust ports. First, second and third prizes having actual cash value of \$50. Entry fee, \$5. Event No. 3-One lap open. First, second and third prizes having actual cash value of \$50. Entry fee, \$5. Event No. 4-Two laps for cash prizes. First, \$100; second,

\$50; third, \$25. Entry fee, \$10. Event No. 5-Two laps, limited to machines having engines of 301/2 cubic inches piston displacement or less. First, second and third prizes having actual cash value of \$50. Entry fee, \$5. Event No. 6—Ten laps open for Lowell Automobile Club Trophy. Actual cash value of trophy, \$100. Second and third prizes given. Entry fee, \$10. All the prizes, with the exception of the Lowell Automobile Club Trophy and cash, will be in the form of cups. All cups guaranteed sterling silver. Entries, which close August 31, should be made to the Lowell Automobile Club, Lowell, Mass.

THE Detroit Motorcycle Club announces a race meet for Sept. 2, to be held on the State Fair Grounds under the auspices of the Michigan State Fair Association, who

have received an F. A. M. sanction. Entry blanks may be obtained from the secretary of the Detroit M. C., 206 St. Aubin avenue, Detroit.



## 98 PER CENT.

The Best Record



## In the F. A. M. Endurance Run Last Week

WAS MADE BY

## MEN WHO RODE MERKEL MACHINES

## **EVERY ONE of the SEVEN MERKEL Starters FINISHED**

Scoring 6,908 out of a possible 7,000 points---a percentage of 98. Better than that of any other machine of which more than one started.

### FOUR PERFECT SCORES

The other three had 990, 975 and 943 points. IF THAT DOESN'T MEAN BOTH SPEED and RELIABILITY, WHAT DOES? With the MERKEL you **get there** and you get there on **time.** 



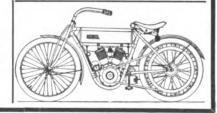
## Merkel-Light Motor Company

POTTSTOWN, PA.

OVINGTON MOTOR CO., 2234 Broadway, New York Distributors.

OLLIER & WORTHINGTON, 1100 S. Main St., Los Angeles; 500 Golden Gate Ave., San Francisco, Cal., Pacific Coast Distributors.

CATALOG ON REQUEST.



#### SWENSON'S WONDERFUL RIDE.



B. A. Swenson.

IN an effort, which proved successful, to better the time that he made over the New York to Chicago course last year, B. A. Swenson, the "Terrible Swede," Indian agent in Providence, R. I., rode from the metropolis to Cleveland in twenty-five hours' riding time, as compared with thirty hours for the same distance—about six hundred miles—last summer. Swenson left New York at three o'clock Friday morning, reaching Cleveland at 5:45 p. m., Saturday. The Providence man completed his remarkable ride in fine physical condition, and his machine was apparently none the worse for the grueling test to which it had been subjected. Swenson not only experienced no ill results, but he also, and with ease, scored perfectly in the endurance run. His trip to Cleveland was made by way of Poughkeepsie, Albany, Buffalo and Erie.

The journey from Poughkeepsie to Albany was made in a pouring rain, the roads becoming so muddy that Swenson was compelled to remove his guards and strap them to his back. Between Amsterdam and Little Falls Swenson met George Cole, who was riding from Tacoma to New York. Cole was mounted on an Excelsior. Between Syracuse and Albany the Rhode Islander lost one hour and twenty-five minutes making tire repairs, after which he traveled forty miles in the dark, reaching Rochester at 10 o'clock.

Swenson started off from Rochester at 7 o'clock Saturday morning and came into Buffalo at 9:45. Thence he went on to Erie, and thus to Cleveland, covering the distance between Erie and his destination in three hours.

An equally hazardous journey, though his time was by no means fast, was made by C. P. Rodgers, from Yonkers. N. Y. Rodgers started the day before Swenson and reached Cleveland Monday evening, being one of the last to file his entry.

In charge of J. S. Woodworth and H. T. Adams, twenty men, constituting the Clan Excelsior, made the trip, merely for pleasure purposes, from Chicago to Indianapolis, arriving Wednesday afternoon.

A BIG crowd enthused in fitting fashion over the races held at Grand Rapids, Mich., recently. The summaries: Five miles, for single cylinders: Poisson (Indian), first; Lemon (Indian), second; time, 6.30. Five miles, for twin-cylinders—Won by Stuart on an Indian; time, 5.54½.

#### NEARLY 1,800 MILES IN 15 DAYS.

M. CORNWELL and C. A. Johndall, Thor riders, have arrived in Denver from Buffalo, New York, having made the trip, a distance of 1,792 miles, in fifteen days. Their khaki suits were much the worse for wear and their black leggings almost shredded in numerous meetings with barbed-wire fences.

Cornwell and Johndall started from Buffalo the morning of July 29 to visit Max Garmatter, who is employed as a watchmaker at the Joe Schwartz Jewelry company in Denver.

"From Buffalo to Boone, Iowa, we had splendid roads. From there, however, we had to take to the railroad tracks, as the severe rainstorms had made the roads practically impassable. We rode about 250 miles on the tracks," said Cornwell.

"Had it not been for the Glidden tourists' circulars, which were distributed, we should never have found our way across. In some places we found practically no roads, what were called roads being merely trails."

PHOENIX, Ariz., July 29.—At the fair held here to-day two motorcycle races were the star features of the programme. Eight hundred people were present, and the governor of the State, Sloan, "got on his legs and hollered" as the machines sprinted down the home stretch. Summary: Ten Miles:—I, Victor Redewill; 2, F. A. Carr; 3, C. I. Stacey, all on 3½ Indians. Time, 12:563/6. Five Miles:—I, Victor Redewill; 2, C. I. Stacey; 3, F. A. Carr, all on Indians. Time, 6:30. One Mile Exhibition:—F. A. Carr, 1:074/6.

MILFORD, Ind., has a very great day each year. It is called Onion Day—or is it Union Day? At any rate, one of the celebrations of this great day, be it patriotic or vegetable in origin, was a motorcycle race over a three-mile track. Verne Yoder on an Excelsior won; Roy Miller on a Harley-Davidson was second; C. Brinelley on a Yale was third. Time, 4.20. There was also a pie-eating contest—but that's enough.

E. SEABURG is making arrangements to conduct a series of races at Galesburg, Ill., the 25th of this month. The programme will comprise one, five, fifteen and twenty-five mile events.

POREST CASEBEER, riding a Harley-Davidson at Terre Haute, July 27 last, lowered the record of the famous four-cornered track in the 10-mile run, making the distance in 13 minutes flat. He also won first in the third race and received a gold medal. Casebeer made the last mile of the ten in 1:07 3-5, which is said to be a a record for a flat track with four turns.



Forest R. Casebeer.

## The Diamond Medal

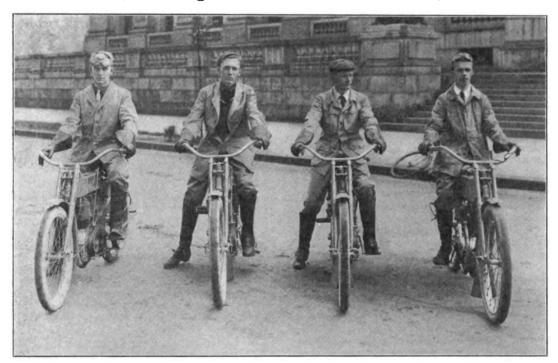
Was not a prize this year, but we got the best they had.

## 7 Harley-Davidsons Entered—6 Finished

in the most gruelling endurance contest ever held.

#### CLEVELAND TO INDIANAPOLIS

Two private owners finished in the single cylinder class with perfect scores. Mr. R. E. Underhill, of Chicago, on a HARLEY-DAVIDSON, was one of them.



We Won the Diamond Medal for Endurance at F. A. M. National Meet, 1908

World's Record for Economy, 50 Miles on 1 Quart, 1 Ounce of Gasoline

If it is endurance and economy you want, ride a

## HARLEY-DAVIDSON

Can Make Immediate Deliveries.

Send in Your Order Today

HARLEY-DAVIDSON MOTOR CO., - Milwaukee, Wis.

#### ON ROAD AND HILL

SYRACUSE, N. Y., Aug. 2.—Twenty-five members of the Syracuse Motorcycle Club made the run to Utica and return yesterday. The start was made at 9 o'clock and the party reached this city about noon, many waiting at New Hartford for the stragglers to arrive. It was stated in confidence and for the ear of the reporter alone that it was not to be supposed that the party occupied all the time in making the journey; for several confessed that as much as 50 and 55 miles an hour had been made on some parts of the road. None of the party was arrested for exceeding the limit, however, so that this statement can not be verified. Captain G. W. Fenner and First Lieutenant A. W. Brewster frown on all scorchers because of their official position, but yesterday morning they unbent enough to outdistance even the most daring of those gentlemen. At the entrance to the city on Genesee street the party were photographed in costume. Thence the machines were headed direct for the Hotel Royal, where a motor meal was served, after which the party expressed themselves as ready for anything that might turn up. They thereupon decided to attend the ball game and see if they could not win the game for Utica by consistent rooting. The return trip was made in time to reach Syracuse early in the evening.

The machines were of several different makes, and as they were arrayed in front of the hotel they attracted considerable attention. Each machine proudly bore a banner bearing the club's colors and the initials "S. M. C." The motorists expressed themselves as pleased with the trip and promisel to pay the city another visit in the near future. The club is a permanent organization with a total enrollment of over 60 members and with nearly 50 riders. A trip into the country is taken every week and proves most enjoyable. The journey yesterday was made without accident and in good time.

NEWBURG, N. Y., Aug. 3.—Herb Paffendorf, William Callwell, Leonard Herman and Albert Sansbury, starting from Stubley's garage on their motorcycles Sunday morning at 8 o'clock, reaching Warwick about suppertime. Of

bunch returned about 11 at night.

Henry Beakes bought a new motorcycle last week, which he will use for business purposes as well as pleasure.

course, they "didn't" dine at the Red Swan Inn. The jolly

Motorcycles have become so reliable now that they can be rented, provided the rider knows how to steer a wheel and leaves the adjustment of the machine alone. Many of the young bicycle enthusiasts hire "motes" every night, and others take them for a day's ride, with more or less good luck.

Nicholas Arota says he wants to have a ride as soon as he gets the use of his arm, which was broken while riding a motorcycle recently. He'll have to wait at least a couple of weeks.

There are nearly a dozen motorcyclists coming and going at Stubley's garage. There are Sager's Curtiss and Indian, Reuben's Pierce, three M-M's belonging to Ed Paffendorf, Bradley and Fisher; Quinlan's Indian, Benedict and Moorc with M-M's, Thomas's Indian, Walker Stewart's "twin," George Moore with a Curtiss and R-S., Leonard Herman's Indian and Will Callwell's big four-cylinder Pierce and a few more.

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WICHITA, Kan., Aug. 2.—A seventy-mile motorcycle race and endurance run was run from Wichita to Wellington and return yesterday. Eight riders started, and every one finished in less than 2 hours and 20 minutes. Max Wilson finished first in 1 hour 56½ minutes; Wells Bennett finished second in 2 hours and 1 minute; Ray Hockaday finished third in 2 hours and 14 minutes. The latter was in first place, but when nearing Wellington he

ran into a ditch in making a turn in the road. One of the wheels of his machine was bent and twisted and he had to stop to straighten it before he could resume the trip. Gus Person, Ray Washaar, C. D. Andrews, Harry Myers and A. P. Branson also started. Washaar was well up in the race, but when nearing Wellington collided with an automobile. His motorcycle was slightly damaged and he was injured, but resumed the race after a delay of twelve minutes.

The route of the race was through Haysville, Peck, Ziba and Wellington. Large crowds met the riders along the entire route. At the register station at Wellington refreshments were on hand for the riders and their machine tanks were filled with oil and gasoline. It is estimated that more than 5,000 people were lined up along the route to cheer the riders.

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A TWENTY-FOUR-HOUR endurance run has been announced for Sept. 5 and 6 by the San Francisco M. C., the course to be over the San Leandro Triangle. It has not yet been decided whether the men will ride twenty-four hours straightaway, or whether the run will be divided into two twelve-hour shifts. The annual endurance run from San Francisco to Los Angeles is making good headway. Mr. Briggs and C. E. Caughill, two prominent members of the Fresno Motorcycle Club, recently arrived at San Francisco on a tour of the State, and, in speaking of this contest, they promise the hearty support of the Fresno motorists.

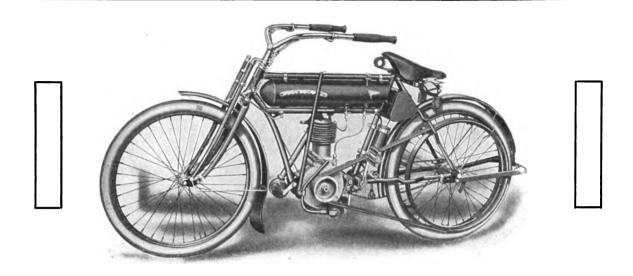
N covering the distance from Rochester, N. Y., to Chicago on a motorcycle Dr. Levis has come close to establishing a record for the two-wheel machine. The physician, who rode an Excelsior, started from Rochester on Sunday. Aug. I, arrived at Toledo, Ohio, the same day, came on to Laporte, Ind., the following day, and reached Chicago on Tuesday. The distance covered on the first day was about 368 miles. Dr. Levis, who is strictly a private rider, left Chicago yesterday for Cleveland, from which point he will start on Tuesday to take part in the national endurance run to Indianapolis.

ENTRY blanks are out for the Century Road Club's Veteran Reunion and Century Run. This is a classic annual event. The run is scheduled for Aug. 29, from Brooklyn to Sayville and return to Jamaica. If it rains the run will be held on Sept. 5. There is a motorcycle division starting from the Century Road Club House at 1056 Bedford avenue, Brooklyn, at 9 A. M., reaching Sayville, 55 miles, at 12.30; East Islip, 63 miles, at 1 P. M., and Jamaica, 101 miles at 5 P. M. For entry blanks apply to H. J. Wehman, 1203 Bedford avenue, Brooklyn.

MEMBERS of the Rochester Motorcycle Club tackled Methodist Hill, not in an irreligious spirit, however, on July 31. The hill climb contest was won by Stauder; Maniey, second; Hill, third, and Bishop, fourth. Stauder also won the nine-mile road race, with Manley second and Van Almkirk third. As a topper-off there was an old-fashioned sporting match between Manley and Stauder. Stauder was beaten.

THE Brockton Despatch announces that Lottie May Gove and Earl G. Gove, the daughter and son of the president of the Brockton Motorcycle Club, will shortly start on a tour of several hundred miles, visiting all the show places of New England. The trip will be made on Earl's motorcycle fitted with a tandem attachment. The Gove family are enthusiastic motorcyclists.

CHARLES E. HOGANS, of Houston, Tex., riding a 5-h.p. Indian, recently established a road-record for the route between Morgan's Point and Houston. The distance is twenty-eight miles, and Hogans covered it in thirty-seven minutes.



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- ¶ On July 9-10-11th the Yale team of three riders won the Chicago Motorcycle Club Endurance Contest and received the Silver Trophy Cup—600 miles without a single adjustment, establishing THE WORLD'S RECORD FOR ENDURANCE.
  - Premember, battery box, vibrator, carburetter, spark plug and magneto were sealed.
  - **Q** DEALERS and RIDERS, WRITE FOR LITERATURE.

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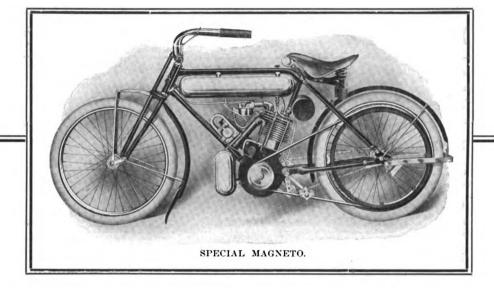
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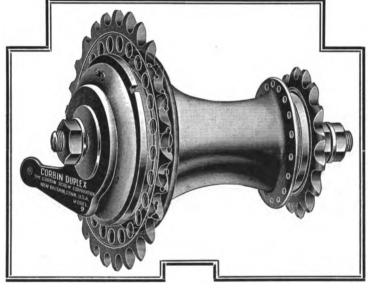
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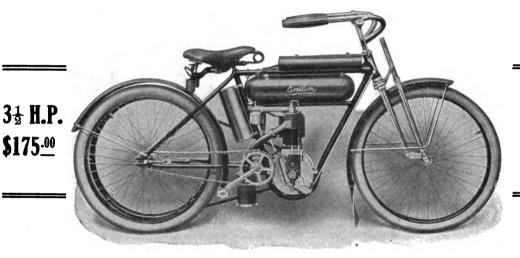
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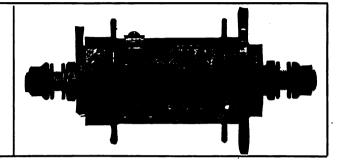
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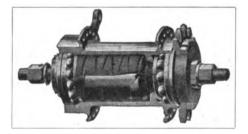
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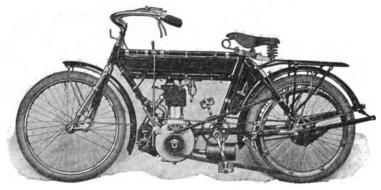
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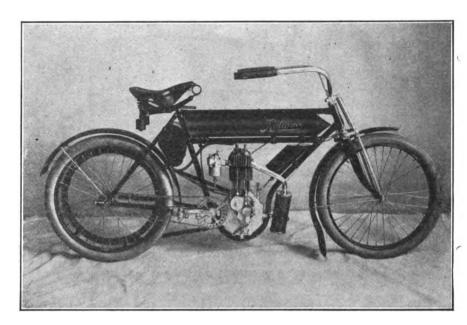
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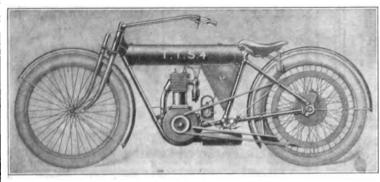
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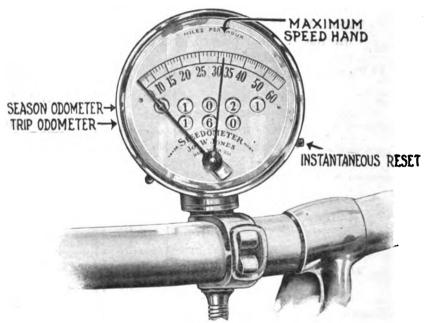
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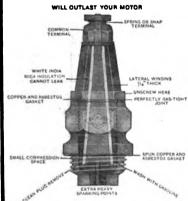


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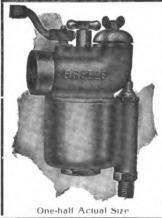


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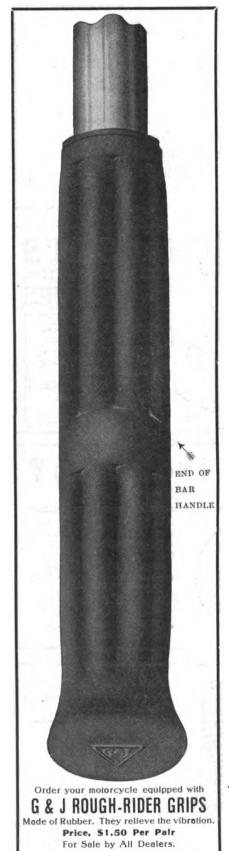
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#### GOERKE AND O'BRIEN DIVIDE HONORS

Winners in Eight of the Twelve Events of Race Meet Conducted at Olympic Park Under the Auspices of the New Jersey Club Last Saturday Afternoon.

WALTER GOERKE, of Brooklyn, and Howard O'Brien, of Newark, divided the major portion of the honors of the meet conducted by the New Jersey Club at Olympic Park last Saturday afternoon. For a comparatively young organization, the program, with no less than twelve well-selected events, was a very pretentious one, and it was, generally speaking, finely carried out. There were times when the officials showed their lack of experience, though it was seldom that the audience—a large one—was made aware of the fact. Simply stated, the Jersey club proved its right to be known as one of the best officered and most enterprising organizations in the country. It is safe to predict great things and a huge membership for this aggregation of genuine and genteel enthusiasts.

The Olympic Park track, on the outskirts of Newark, is two laps to the mile, with dirt roadbed. The track was in good condition Saturday, hard and smooth, and quite fast on the stretches. It was impossible, however, to do anything at all remarkable on the turns, quite sharp and as flat as the proverbial pancake. Still, while the old records, except those for that particular track, were not damaged any, the sport was good throughout, and the meet an unqualified success, sufficiently so, in fact, to justify the hope that the Jersey boys will conduct another before the close of the season.

Of the twelve races, Goerke won four and O'Brien three. The one mile open, for novices, was captured by Arthur C. Brown; the two mile match race, between O'Brien and Percy Drummond, by the latter, who also won the five-mile club championship. Goerke made best time in the one-mile trials. while George Richey, of Newark, corralled first honors in the five-mile handicap.

One of the features of the meet was the racing debut of Albert H. Bartsch, of the N. S. U. Motor Company. Bartsch's first race was the three-mile open, and he proved his merit at once, riding a close second to Goerke in one of the prettiest contests of the afternoon. Unfortunately, Bartsch suffered a spill in the two-mile Essex county championship and, while not seriously injured, was so badly shaken up as to compel his withdrawing for the balance of the day. Bartsch was leading when Watson Kluszek, a former bicycle racer, attempted to pass him on the back stretch. Kluszek struck the front wheel of the N. S. U. machine, throwing its rider, who escaped serious hurts only by great presence of mind, rolling over and over on the track, and getting away with a few cuts and a bruise or two. Later in the day, George Hamilton fell during the five-mile open, wrenching his shoulder and being rendered unconscious for a few moments.

Two championships went to O'Brien. These were the two-

mile Essex county title and the five-mile New Jersey Club championship. His other victory was in the fifteen-mile Marathon. There were laurels for several others at the meet and the driving of the amateurs was highly creditable. Drummond was a dual winner, one of his victories being over O'Brien in a special match race of two miles. This event called for strictly stock machines, and mounted on regular five horse Indians just as they came off the floor of a salesroom. Drummond proved the victor. Starting on the outside of the course, Drummond took a quick jump forward, got in ahead of O'Brien on the pole, taking the first turn, and was never headed. Drummond drove true, took the curves cleverly, and from a lead of fifty yards at one mile he increased his advantage to seventy-five yards at the finish.

Drummond also won the five-mile New Jersey club championship for machines of forty-one cubic inches. O'Brien didn't compete in this, as Drummond objected to his using his new racing machine. Accordingly Drummond won over George Hamilton and Carl Segelback, two local drivers. Hamilton proved a clever man by getting three seconds during the afternoon and that with a new machine geared for road driving and which he only purchased on Friday.

The three five-mile races which closed the meet provided the best sport of the afternoon and brought forth the greatest driving. Two were handicaps and one an open race. George Richey, of Roseville, proved the winner of the first handicap, in a half wheel finish over Carl W. Bush, of Caldwell. Both had liberal handicaps, starting from the same mark and getting ahead of O'Brien and Goerke from scratch. Richey showed a better nerve on the turns, and by holding to a course about the center of the track went through to victory. Bush did his best work on the straights, always pulling up on Richey there, but falling back on the bends. As the finish was down the home stretch Bush came up jumping, and was only about two feet behind at the tape. O'Brien came in a good third.

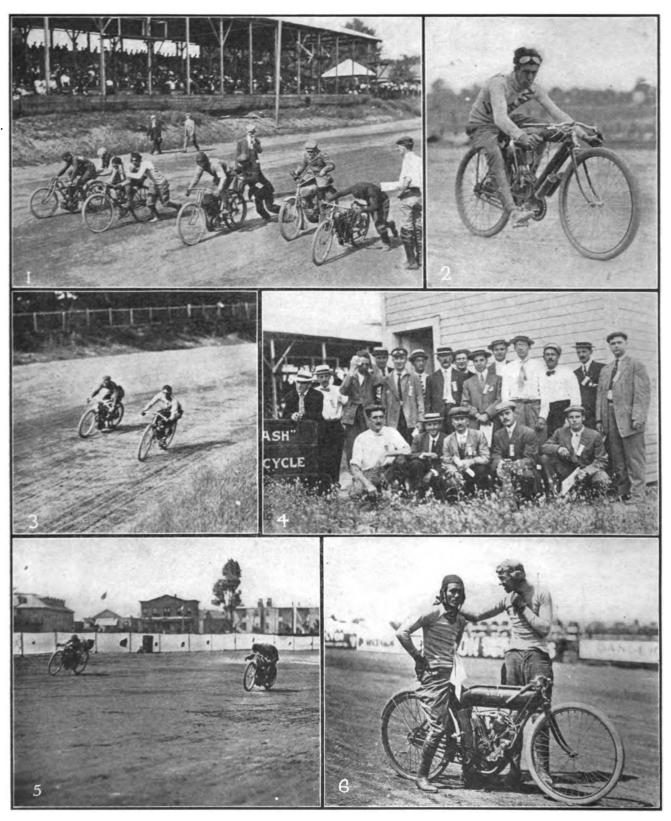
Goerke then took the next two races. His driving in each was a pretty exhibition. In both contests he fought it out with O'Brien, overhauling the latter at three miles in the first and four miles in the second. The finish in the latter saw about a length between them.

#### SUM MARIES.

Fifteen-Mile Marathon, open to New Jersey Motorcycle Club members. Won by Howard O'Brien, Newark, 5 Indian; George Hamilton, Brookdale, 5 Indian, second. Time, 21m. 46s.

Three-Mile Open Scratch Race, limit 30.50 cubic inches. Won by Walter Goerke, Brooklyn, 4 Indian; Al. Bartsch. Hackensack, 3½ N. S. U., second; Watson Kluszek, West

## AT OLYMPIC PARK AND BRIGHTON BEACH



1.—Start of three mile open. 2.—Howard O'Brien. 3.—On the last lap of the three mile scratch race. 4.—Olympic Park, Meet officials. 5.—One-hour race at Brighton. 6.—Goerke and Chapple.

Orange, 4 Harley-Davidson, third. Time, 4m. 13 2-5s.

Two-Mile Essex County Championship, open to New Jersey riders, limit 30.50 cubic inches. Won by Howard O'Brien, 4 Indian; George Reichey, Newark, 3½ Yale, second. Time, 3m. 12s.

One-Mile Open Novice Race, limit 41 cubic inches. Won by Arthur C. Brown, Brooklyn, 5 Indian; George Hamilton, 5 Indian, second; John E. Bender, Paterson, 5 Indian, third. Time, 1m. 27 1-5s.

Five-Mile Motorcycle Club Championship, limit 30.50 cubic inches. Won by Howard OBrien, 4 Indian; George Reichey, Newark, 3½ Yale, second; Carl Bush, Caldwell, 3 Excelsior, third; time 8.01 4-5.

One-mile open time trial, for track record, limit 41 cubic inches. Won by Walter Goerke, 5 Indian; time, 1:19 1-5. Howard O'Brien, 5 Indian, second; time 1.22. John E. Bender, 5 Indian, third: Time, 1.23 4-5.

5 Indian, third; Time, 1.23 4-5.

Special Two-Mile Match Race, for strictly stock machines.

Won by Percy Drummond, 5 Indian; Howard O'Brien, 5

Indian, second. Time, 2.47. This was very well contested. Miss-and-out Race, limit 41 cubic inches. Won by Walter Goerke, 5 Indian; Howard O'Brien, 4 Indian, second; Percy Drummond, 5 Indian, third. Distance three miles. Time, 4.07.

Five-Mile New Jersey motorcycle Club Championship, limit 48 cubic inches. Won by Percy Drummond, 5 Indian; George Hamilton, 5 Indian, second; Karl Segelbach, 5 Indian, third. Time, 7m. 21 4-5s.

Five-Mile Handicap, open; limit 30.50 cubic inches. Won by George Reichey, 3½ Yale (1m. 22c.); Carl Bush, 4 Excelsior (1m. 22s.) second; Howard OBrien, 4 Indian, (23s.) third. Time, 6m. 50s.

Five-Mile Handicap, open, limit 41 cubic inches. Won by Walter Goerke, 5 Indian (from scratch), Howard O'Brien, 5 Indian (5s.), second; George Hamilton, 5 Indian (35s.), third. Time, 6m. 43s.

Five-Mile Open, scratch, limit 41 cubic inches. Won by Walter Goerke, 5 Indian; Howard O'Brien, 5 Indian, second; Percy Drummond, 5 Indian, third. Time, 7m. 49s.

time, remarkably uncomfortable. We have actually seen a tin cup soldered inside the gasoline tank under the

filler, with the carbureter feed pipe leading direct from

this. This cup would be filled with gasoline, which would

be just sufficient to take the machine up the hill, and any

official who might unscrew the filler would think that the tank was full, according to regulations. The wily competitor thus saved the weight of two gallons of gasoline or

#### STOCK-RACING MACHINE QUESTION BOTHERING THE ENGLISH TOO.

OUR English cousins seem to be having even more trouble than we are "enjoying," to judge from the contributions and letters in the columns of our British contemporary, regarding standard designs in competition. It appears that the winners of certain hill-climbing contests, open to standard touring models, have been riding machines "pared down" to a limit which puts them distinctly outside the "tourist" class—in fact, in some cases actually 50 pounds in weight have been saved, and the sportsman who entered a genuine roadster was "out of it" completely.

Yes, we have seen something like that nearer home than Sutton Bank. Many suggestions have been brought forward to remedy this evil, and now one of our staff proposes that all manufacturers who intend entering in competitions during any particular year should deposit examples of their real standard machines with the F. A. M. competition committee, at the beginning of the season, any radical departure from this standard to be disqualified. While this plan might prevent the manufacturer from trying out new ideas in public competitions, it certainly would give every competitor an equal chance to find a place amongst the winners.

For hill climbs, some riders strip off as much of their machines as they can without being disqualified, and fit light bicycle saddles, drilling holes in their mounts and often detaching the mudguards. Mufflers are removed, or holes drilled right up the exhaust pipe—in fact, everything is done to render the machine fast and, at the same

so, which naturally would make some difference in his time. Again, we know of an engine with shallow valve chambers, the piston of this engine rising above the floor of the valve chamber, at the top of its stroke. Two piston rings were fitted, one at the top and one at the bottom, of a domed piston, which was actually drilled with holes between the rings, so that the lower ring was intended only as a guide for the piston, as any gas getting past the top ring would simply filter through the holes. As the balance was not corrected to allow for this paring down of weight, the machine was a terrible one to ride, the vibration being excessive.

This kind of thing has been done for years, and it is about time that it was stopped, both at home and abroad, as the results are utterly misleading to the general buying public. A man reads that a certain machine can climb a

This kind of thing has been done for years, and it is about time that it was stopped, both at home and abroad, as the results are utterly misleading to the general buying public. A man reads that a certain machine can climb a well-known "test" hill at an extraordinary speed, and buys one, expecting to be able to do the same. Naturally he is disappointed when he finds that the machine dies upon its merely "looking" at the hill. This is good for neither the manufacturer nor the sport.

FINE example of the utilization of the motorcycle in quick transportation for business purposes is afforded by H. Cunningham, of Beaumont, Tex., in making early morning runs to Port Arthur, carrying the Beaumont Enterprise and making possible its early delivery to Port Arthur subscribers before they have well rubbed the sleep from their eyes or sat down to their breakfast tables to enjoy their morning repast and mentally digest and regale themselves with the news and the happenings of the world through the columns of the Enterprise. During the past week Mr. Cunningham has made six trips, carrying an average of from 700 to 800 papers each trip, and making the run in 35 minutes.

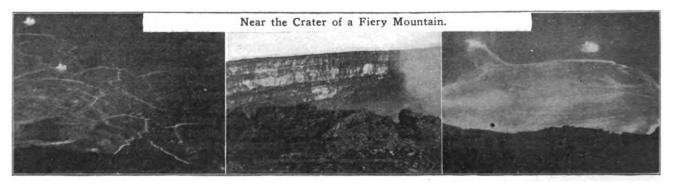
THE hour motorcycle race, which opened the automobile carnival on the Brighton Beach Motordrome Friday, was won by Walter Goerke, who, on an Indian, made 55¼ miles. Chapple, Robertson and Baker, all on Indians, were second, third and fourth, respectively, having traveled 54½, 51 and 50 miles. The contest developed fairly fast time for a track not properly banked for fast riding. Voelker, on an N. S. U., did some good work at

A CCORDING to Motor Cycle, the English publication, "a Pittsburg reader states that outside Chicago the sidecar is practically unknown in this country. Greater Pittsburg, with its 600,000 inhabitants, cannot boast of a single sidecar; in fact, the word when used always requires a lengthy explanation as to its meaning, and the production of an illustration of a sidecar excites considerable curiosity. This is not surprising when one takes into consideration that the free-wheel on pedal bicycles was in use and had attained the height of its popularity in England before anyone in France fitted it to a modern safety bicycle. Even now it is seldom seen in France."

the outset, but two falls, neither of them having any serious result, put him practically out of the running. Others who started were Fleming (Indian), Constance (Pierce), Webb (Indian), and Hall (N. S. U.). Goerke sustained two punctures and Chapple had chain troubles for a time. Robertson and Baker made the entire distance without even dismounting. The time was excellent, in view of the condition of the track.

#### A TRIP TO THE VOLCANO KILAUEA

A Hawaiian Rider's Experience-By Mervyn F. Strauss



Streams of Hot Sulphur.

The Edge of an Inferno.

A Lake of Fire.

THIRTY-FOUR miles from the city of Hilo, on the island of Hawaii. and rising four thousand feet above sea level, is the famous volcano of Kilauea. It is the objective point of hundreds of tourists each year, and is one of the great sights of the world. Three of us living in Honolulu, learning that there was to be an excursion to the volcano over the third, fourth, and fifth of July, decided to take advantage of it. All being enthusiastic motorcyclists, nothing was more natural than to take our machines along. The ordinary mode of travel is to go from Honolulu to Hilo by steamer, from Hilo to Glenwood, the end of the railroad line, by train, and by stage the last nine miles.

On Saturday afternoon, July third, we put our machines on board of the Mauna Kea, and left for Hilo with the excursion crowd at about three thirty in the afternoon. The writer had a light "07" Thor, in which had been put a '08 Reading-Standard engine, while the other two machines were '08 and '09

three horse power Readings. Long before dark we sighted Molokai, the island on which is the large Leper settlement. We coasted along this island for some time, finally passing on to Maui. Early in the evening the moon came out revealing a picture only to be seen in these islands. We passed Lani and Maui, each dull and hazy in the moonlight. Most of us slept out on deck on mattresses, and by five in the morning we were all up once more, to see the coast of Hawaii appear. As it gradually grew lighter we could see the steep bluffs and green cane fields, till the sun's coming up made the crest of Mauna Kea pink. We passed numerous sugar mills, until, a little before seven, Hilo came into sight, where we landed soon after seven.

We were given our directions by the Indian agent, and started at once on our hard up hill grind of thirty miles. For the first few miles the road was as good as I have seen, but as we proceeded it became rougher, and more like the average country road. We passed through Olaa, a plantation town, with its large sugar mill, without stopping, the grade getting steeper and steeper all the time. Shortly we came to long lanes of tree ferns and banana trees where the road is red dirt and the surface smooth, till we reached Puna, a Japanese village.

We had no further occasion to stop until we reached Glenwood, where we found that the train with the other excur-



One of the Lava Cones.

sionists had just arrived. We had left an hour behind them and had stopped on the way. At Glenwood we each took a small quantity of gasoline, gave the stages about twenty minutes start, and resumed our ride. From Glenwood on the road became steadily steeper and rougher, but nothing troubled our good little machines, and we passed the stages in fine style. In the last two miles the road improved again, and we hit it up fast till we reached the Volcano House. Here we put our machines into the so-called "garage," registered, cleaned up, and had luncheon, as these were by far the most important considerations at the time.

From the porch of the hotel the whole panorama of the volcano was spread out before us. To the right, the crest of Mauna Loa rose thousands of feet, and in the sunlight could be clearly seen the dark scar of a recent lava flow. Straight in front is the crater of Kiluaea, about seven miles in diameter, with walls a thousand feet high. The floor

walls a thousand feet high. The floor of lava rises in broken, tangled heaps of black, cinderlike substance; it is like a giant cone rising gradually towards the center; that is "Halemaumau," the house of the eternal fires.

An hour after we had arrived, the stages reached the hotel, and we felt that we had done pretty well in a nine-mile run, after giving them twenty minutes start. We then took a walk to the sulphur beds, which are great mounds of pure yellow with blowholes all over the surface. Through these holes come the hot smoke and gases which deposit the sulphur. At about three in the afternoon we started for the pit, Halemaumau. Climbing down the steep trail cut in the wall we came to the edge of the lava flow, which is even blacker and more irregular than it appears from above. The trail is marked by lava blocks painted white, so that it is almost impossible for one to lose one's way. After traveling over the lava flow for quite a distance we came to the hot rocks, gaping fissures from which hot, sulphurous gases rise. As we proceeded, the smoke from the pit became more and more distinct, till we stood on the edge of the awful inferno raging some few hundred feet below. The lake at this time was some four hundred feet in diameter, and was violently active. All the time there were great cascades and fountains of boiling lava. One spot in particular, called Old Faithful, boils up every forty seconds. At present there are two channels or flumes, through which the lava seems to flow into the lake.

Occasionally it will cool for an instant, and then break out into thousands of bright lines like waves, then finally break forth again into geysers of liquid fire. It is a never-to-be-forgotten scene, and is so fascinating that one can stay for hours gazing into the molten depths of this wonder of nature. Late in the evening we wandered back across the lava fields and climbed the steep trail with the light of the full moon to help us find our way.

The next morning, on our return to Glenwood, it commenced to rain, and in a few minutes we were well soaked. The hard lava road was not affected, however, and as it was only a passing shower, we were soon dried off again. We stopped once or twice for pictures, and coming to Olaa again, we made rather a prolonged stop. The rest of the way to Ililo we covered in rapid time, particularly the last few miles, where the road is almost perfect for motorcycling; and we reached the town again somewhat in advance of our friends on the train.

We lunched at the marvelous Hotel Demosthenes in Hilo, then spent the rest of the time seeing the sights of town and the surrounding country. On the way to the steamer we visited a Japanese fishing village on the Waiakea river, and finally went down to the ship. Shortly before the scheduled time for sailing our machines were hoisted aboard by way of the cargo boom, and we went on to clean up. The boat reached its destination without any further incident.

We had no trouble of any sort on the road, with the exception of the stoppage of my gasoline pipe on account of dirt, and this speaks well for both machines and tires, as anyone will admit who has ever been over those roads. The distance may seem short, but I think it is equal to an ordinary run of three or four times sixty miles, when wear and tear on machine and rider are taken into consideration. If you don't believe this, come and try the trip for yourself. It is certainly

worth while, for the scene is one which many would willingly walk to see, if there were no other way of getting there.

#### SOME VALVE NOTES.

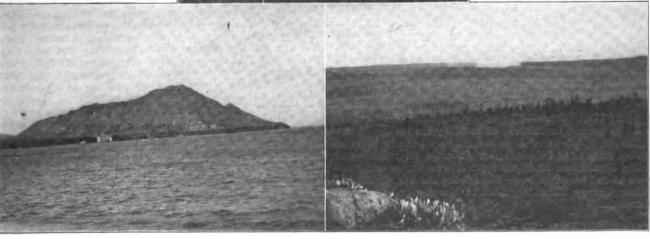
HAVE already described the proper method of grinding valves to a gastight fit on their seatings, and, if we leave out grinding, the detail of the valve gear most commonly found imperfect on an amateur's machine is the spring. When I purchase a new engine I always order two spares of each valve spring; one serves for replacement purposes, and

is carried in the kit wherever I go; the other serves as a standard for testing, and is kept on the shelf at home, duly labelled. The value of this procedure lies in the fact that the strength of all valve springs is a matter of compromise. For instance, in the case of an exhaust valve spring, we could get smarter closing of the valve if we used the clutch spring of a 40 h. p. automobile, but the resistance thrown via the tappet and camshaft on to the crankshaft would be truly colossal; so we compromise and use a medium strength spring, which gives a snappy closing without setting up a lot of back pressure when the valve has to be opened. Similarly with an automatic inlet. At fast engine speeds the stronger the spring, the better-we don't want the valve to be chattering on its seat; but at slow speed the piston suction is weak, and would only open a very strong spring rather late, if at all; so we use a medium spring, as the best compromise for fast and slow speeds, as we cannot get a variable spring on the standard type of valve.

Now if we buy from a conscientious manufacturer, we can take it as gospel that he has worked out the very best general compromise in the way of spring strengths, and so, to save ourselves trouble, we use one of his standard exhaust and inlet springs to test by. Whenever we take out our valves, we measure the used springs against the unused, and see if it's time to put in a new one. If we are very energetic, we may try different springs of our own devising; but as a rule we shall only waste time, and will discover that our manufacturer knew his business. These unused testing springs will promptly tell us when our exhaust valve spring has been "burnt out," i. e., been heated so far and so often that it has lost temper—a fruitful source of vanished power; and also when our delicate

a. o. i. v. has taken a set, and needs pulling out to restore virility. At this point I insert two memos: If you don't carry a screw spring compressor for replacing exhaust springs, put them into a vice, and bind them up in the compressed position with twine or wire. A baby can then put them in place without tools, and a slash with the knife sets them to work. A "set" inlet valve spring can always be restored to energy by simply pulling it out, but it won't retain its proper set for long.





Diamond Head.

Unloading the Machines.

A Wonderful Panorama.



## THE SCOTCH RELIABILITY-A GRUELLING TEST

BY B. H. DAVIES.

RECENTLY concluded a rather lurid three weeks, divided between competing in the English Reliability Trial, and judging a similar event in Scotland, under the auspices of the Edinburgh M. C. C., I had a strenuous time as a competitor in the English trial, learning the weakness of a carbureter fitted with slide control. A big car chucked a clob of mud right into the guts of the vaporiser on the first day, and a cracked inlet pipe prevented me dissembling the device for cleansing purposes. As a consequence, I drove 850 miles without any carbureter control, as the mud clogged up both gas and air slides, so that the levers could not shift them. I had to fix the throttle full open and the air shut at starting, with the aid of a screw driver, and leave them there all day. Thanks to our easy regulations, I scored full marks till the fifth day, when a pin in my timing gear chewed up and converted me into an "also ran." After the display of energy thus necessitated, it was a pleasant change to loll in a car for a week, and penalize other unfortunates for similar mischances.

I have never sampled your roads in the States, but if they are worse than those at the command of the Scottish riders, they must be past description. The first day, the riders had to tackle an ascent called Amulree, and described by one competitor as a "waeful bank." It goes on climbing for about a mile and a half, undulating in sections of grades varying from I in 10 to I in 5. Just when the aspiring competitor is heartily tired of it and knows that his engine is sick unto death of full throttle, while his wrists ache with holding his curvetting buck jumper of a cycle to a rough grass-grown track, the road suddenly goes stark, staring crazy. It twists and bends and turns back upon itself, and presents you with two V corners in a space of fifteen yards. Hugging the corners, the grade is about 33 per cent.; if you swing wide, where the road was widened and banked for a recent automobile climb, you may get off with a 20 per cent. rise. This S bend fetched every single competitor out of his saddle, and the worst of it was that the moors are so far removed from civilization that there were few kindly hands ready to help with a shove. Above the corner, the wearying toil of 20 per cent. grade recommenced and continued for half a mile or so, barring one patch of level by the roadside, where a stretch of stones about two yards square gave the more energetic riders a chance to get on the move once more. Only three competitors got over this terrible section without loosing marks, and as it came early in a 200-mile run, others dropped marks later on.

The next day brought a series of rough and tortuous mountain tracks, which, being faced in pouring rain, caused more cards to be blotted. The third day the fellows had to thread the backbone of the Highlands via an unfrequented glen, inhabited only by mountain sheep and a noble salmon river. Thirty miles of this resembled a

OUSTON, Texas.—The city government has received its second installment of motorcycles for use in the Police Department of Houston. The machines are two 3½-hp. Indians and their arrival made the total number of police department machines four. However, an order has been placed for three more Indians for the use of Chief of Police George Ellis, Night Chief Murphy and Detective Kessler.

CUMBERLAND, Tenn.—The Cumberland Telephone Company have bought a machine for the use of their "trouble" man, Robert Faine.

macadamized road before the steam roller has come along, and tires generally collapsed. One unlucky wight was discovered sitting by the roadside looking lugubriously at a pair of burst tires; his covers had been wrenched off the rims simultaneously by a bad patch of stones, and both tubes had ballooned and split.

At the finish, two machines had gold medals for clean sheets; oddly enough both were ancient Triumphs, one a 1908, the other a 1907. Eight machines had lost less than 90 marks apiece, and took silver medals, this number including a selection of the best high-powered machines of the year, plus a lightweight 23/4-h.p. Douglas, with twin horizontally opposed cylinders. Seven other machines finished more or less late, qualifying for bronze medals; and three more came in outside maximum time, getting nothing for all their pains. The men who failed had astounding stories to relate. One of them charged down a steep grass bank into a ravine, and was hauled out by four sturdy laborers. Another had a night out on the road, and, failing to rouse the night porter at the hotel, burgled a window and slept in the barn till breakfast time. Another ran over a dog and cracked his cylinder clean across the exhaust valve seating. Nothing daunted, he set to work and by a cute combination of plates and clamping bolts restored sufficient compression to carry him through, and he was in at the death. Several of the men occupied from three to four hours pushing their mounts up Amulree Hill.

I have never studied a copy of your endurance run regulations, but there is a big difference between the English and Scotch rules. The English authorities start their trial with the intention of getting every man through with a gold medal, and the time margins are so liberal on the various control sections that unless a man has one serious trouble or a constant succession of minor derangements, he is dead sure to come through creditably. Needless to say, these trials are more popular amongst the trade.

The Scotch officials, on the other hand, take the view that the public wants the trial to range machines in a true order of merit. Consequently, they first select the stiffest route they can work out, and then they make the regulations rather tall. They split the route into fifty-mile controls, and each has to be covered at 20 miles an hour, with only a ten-minute margin early or late. This doesn't read so very stiff, but when you've chucked in a permanent head gale, continuous grease, several fierce ascents, and drenched the entire route with young boulders, it takes a bit of doing. As a consequence, when this trial is over, the award sheet shows only one or two machines with full marks; there can't be any flies on these. Reading down the roll, you are plainly shown how many and how long delays the other entrants have encountered, and they are all ranged in order of merit, which makes the trial very instructive to the private purchaser who has no other means of telling good stuff from indifferent or bad.

WING to the fact that J. G. De Gruchy, who rode in the Endurance Run from Cleveland to Indianapolis, made a change of machines from that indicated on the list of entries, a slight error was made in our account. De Gruchy rode a Reading Standard and made a perfect score, thus adding three to the published percentage credited to that machine.

OVER eight hundred licenses have been issued to owners of motorcycles since the new ordinance went into effect, July 1, in Los Angeles. The license fee amounts to one dollar.



#### MY FIRST LONG TOUR

BY E. M. ESTABROOK.





HAT a flood of pleasurable recollections the above title recalls—the anticipation, the preparation, the midnight vigils over various road maps in order to familiarize oneself with the intricate details of the route, so that not one precious moment would be wasted. All old riders will agree with me that there is something fascinating—something that lives

in memory's fondest alcoves—in connection with the first long tour awheel or the first long motor cruise. The incidents, sport or hardship of subsequent trips count for less and fail to awaken the same sentiments. The pleasures of anticipation have taken wing in view of riper knowledge and mature experience, though keen pleasure and plenty of excitement are still extracted from similar trips.

It is now several long, busy years since the writer finally inspected his 1¾-h.p. motorcycle and assured himself that everything was "fit" to take the initial long distance trip, which was to be from Bangor, Me., to Berlin, N. H., a distance of 187 miles, as subsequently shown by cyclometer. The schedule called for twenty miles per hour and, having set this somewhat strenuous task for myself, I started out at 6 o'clock on a pleasant morning in the early part of August, with a determination to make good.

It had been raining for two days previous, and the roads were heavy and rough, with occasional puddles. Nothing daunted, however, I proceeded, though rather slowly, till the end of the first hour, when the cyclometer showed but eighteen miles. This would never do, and, determining to make a better showing, I succeeded in reeling off twenty-six miles during the next sixty minutes. The road conditions were not conducive to high speed but, having become well seated and free from nervousness, I was able to maintain my schedule for five hours, including necessary stops for direction, etc.

At eleven o'clock I left Winthrop for South Paris, via South Wayne and Buckfield. The map clearly depicted a "bicycle road" in red lines, and I fell into the trap. There were no more speedy bursts of flight up hill, no more rapid or reckless descents under power, no more exhilarating swoops through leaf-shaded aisles. Instead, the road was a trackless series of sand dunes, practically unridable and, with the hot noonday sun pouring its burning rays upon me, I was almost overcome. At twelve o'clock I had progressed but five miles, and then, in sheer desperation, I rode the ditches and charged the hills, only to be thrown off again and again, and forced to tug and push the machine to a favorable spot, where another start could be made. For three hours I continued to wallow through the sand and ride the gutters, fields and footpaths that here and there made through the bushes skirting the road; and while I took many harmless headers, I gained in proficiency and presently was able to do some pretty tall stunts, at a fair rate of speed, in sidepath riding through the bushes. I was now half way across the "bicycle road," having made fifteen miles in three hours.

Presently I approached some wooded land and was pleased to find the road quite firm, although very rough and narrow. I proceeded to make up for lost time, but was much handicapped by the bushes making it necessary to guard the face with one hand. While speeding up the narrow, straight path I perceived that the road seemed suddenly to terminate in a growth of tall trees and so, slackening my speed somewhat, I prepared to take the abrupt turn which I knew must be there. Swinging to the extreme left, I leaned to my right in order to cut the corner sharply, as it was a right-hand turn, and as I headed for the corner I was horrified to observe a pair of heavy and much frightened team of horses completely blocking the way. My speed, already too high for such an abrupt turn, could not be checked, and looking past the horses' heads I perceived the rocky bed of a stream about ten feet lower than the road, while a slender spruce pole acted for a railing to the bridge upon which the team proper was resting.

What possible escape was there from a dilemma like this? To dash into the affrighted horses meant death beneath their feet. To clear the horses meant to dash through the slender railing and crash on the rocks ten feet below. I did not give up. There seemed to be a fighting chance, and as my usual nerve and self-possession were ably supported by the strategy board, I decided to make a fight for my life. As I headed for those horses, only twelve feet distant, I was supremely conscious of the unusual activity of my own mind. Every move I was to make was as carefully planned as if I had spent a week in its preparation, and every muscle in my body was as tense as whipcord.

Seizing my cap, I waved it frantically while charging the horses and supplemented this by some warwhoops that would put a steam calliope out of business. The result was magical and worked exactly as planned. The terrified horses reared and pushed hard over to the inside of the curve, while I shot under the pole and the off-horse, just grazing the front wheel.

I had now escaped the first great danger and my present peril lay in my speed and the direction in which my wheel was pointing. Would I be able to complete the turn or must I crash through the rail? A hasty observation showed that there was about four feet of space between the rail and the long lumber-laden team. It was a moment of terrible intensity, during which it seemed that the wheels must slip from under me. Nearer and nearer came my hand to the railing, until the rough bark tore the cuticle from my knuckles. Then we gradually assumed the perpendicular, and the battle was won.

No knight or Roman gladiator, fresh from victories, ever felt more elation than I did at this moment. I wanted to make the welkin ring with shouts of acclaim. Instead, I merely glanced at the two dazed men who sat upon the lumber and, jauntily raising my cap, I bade them a "merry and pleasant time o' day." Then, throwing on the spark and throttle, I rapidly sped into the distance. In three more hours I had made another fifteen miles and gotten on to the main highway leading to Berlin, my destination. It was forty-two miles to Berlin, over a road that seemed good by comparison, and I covered it in two hours without incident worthy of note. It was altogether an interesting trip, and I enjoyed it.

A CLASS of men who are finding the motorcycle an ideal instrument for their work are the subscription agents, men who travel from State to State pursuing the elusive "sub." For instance, a paper of Missoula, Mont., notes the arrival in town of Louis H. Savoy, of Butte, who is working as agent for several technical papers, and who is touring the State in their interest.

A CCORDING to figures compiled by the Denver Fire and Police board, the number of automobiles and motorcycles owned in Denver is 3,754, and 913 of these have been registered since January 1. Since June 30, when the new system of numbering motorcycles went into effect, 89 machines have been registered. These are not included in the 913.



#### THE CALL FOR THE TWO-SPEED GEAR

BY R. C. LAURIE.

T is the hope of many in our ranks that more manufacturers may "rise to the occasion" shortly, and supply us with well-made, reliable two-speed gears. This despite the fact that in a few cases this need has been recognized. The early pattern of two-speed gear, marketed by a goahead company about three or four years ago, had its minor faults, but these seem to have been overcome, and from a lengthy trial of the same I can say that the whole arrangement seems to be practically "foolproof" and thoroughly efficient in action. However, manufacturers, as a whole, seem to be fighting shy of two-speed gears, in the same way that they neglected the magneto and, save for one or two enterprising designers to whom all honor is due, seem to fear to add complications to the construction of their machines. This fear of adding complications, it will be remembered, stayed the advent of the magneto until automobile designers practically forced it down our throats.

To review the question, therefore, with an open mind, let us look at it from a practical point of view, and profit by the demonstrations in actual road practice elsewhere. Many British manufacturers are selling two-speed models, some even adopting this as a standard design, and the showing of these machines in public is excellent to a degree, even in speed tests and, of course, in hill-climbing competitions. In the form of hill-climb, where one has to stop and restart at a certain point, the two-speeder nearly always comes out triumphant, while in the passenger class for side-cars and tri-cars, a two-speed gear is practically a necessity.

I will not enumerate the manufacturers who fit a change speed to any particular model. These are well known, and should be hailed as missionaries of a growing necessity. The point to be forced right home is that whether the speed gear be of planetary (or epicyclic) principle or of the sliding gear type, it must be made substantial and practically "foolproof," for to introduce complications in mechanism is decided retrogression, if such mechanism is likely to give continuous trouble. The planetary type of gear seems to be likely to gain the day, inasmuch as it lends itself better to motorcycle construction, and is more of the "foolproof" variety because of the fact that the action of changing gears requires less skill. In the miniature car gearbox of the sliding gear design, bad gear changing spoils the teeth of the gears. Any automobile driver knows what damage can be done in this direction, as it is one of the motorcar novice's first lessons. Again, the teeth of such gears have to be of exceedingly tough material. This, coupled with the fact that the teeth have to mesh quite accurately, renders the sliding gear the most expensive to manufacture.

The planetary type, however, costs slightly less to manu-

facture, although this point is open to discussion, whereas both absorb a certain amount of power in frictional loss. The planetary gear again lends itself to belt drive, but, as we have in no way reached finality in design with regard to transmission, this point only can be placed on the credit side for the time being.

Hard road experience teaches us to look upon the twospeed gear as an absolute necessity for a passenger machine and an untold advantage on a touring machine. demand for the passenger machine is growing steadily, so that the maker of a first class two-speed gear, according to a sound design, will reap the harvest of his foresight. Now, suppose a rider of a powerful twin-cylinder machine, with a sidecar attached, encounters a steep hill with the roadway blocked with traffic. It is then necessary to climb that hill with a double load, and take it slowly; here the single gear fails. The same case may be applied to a single machine, only the point is not so much emphasized. The hill may be winding and steep, making it dangerous to ride upon, except at a slow pace, or there may be grease to contend with. Sometimes, too, the driver of a passenger machine has to take a route through a city, and with a twospeed gear he can run his engine at normal speed and wind slowly and easily through the densest traffic.

Who has not struck a veritable mountain when on tour? Even in ordinary trips on a week-end ride this sometimes happens, and would not the addition of an emergency gear have been a boon and a blessing at such a time? There are occasions, too, when the engine has lost its "kick," when even the average hill has its terrors, except to the two-speeder. The pleasure of a tour is often minimized, sometimes spoiled entirely, by the dread terrors of mountain scaling-especially when it comes to pushing a machine weighing some two hundred pounds up a hill like the side of a house. Again, what do our brothers in the states of sandy roads say to this? We cannot wait forever for the road improvement committees to get past the paper stage of their slow-moving operations; we must tackle the problem ourselves by the most direct route, and the two-speed gear is the ultimate solution to the difficulty of persuading an overworked mount to pump its weary way through heavy sand. The Mexican government has specially recognized the two-speed geared machine, and has placed an order for two or three mounts so fitted. These motorcycles are intended for postal delivery work in districts where sand and heavy roads are the order of the day. We can hardly overlook such selection from a hard-headed business point of view, so let us get busy. From a practical standpoint, I have found two-speed devices to be of great use, provided the design is fit to stand hard wear and the material used is of a durable quality.

#### BRIEF OUTLINE OF HIS POLICY BY THE NEW PRESIDENT OF THE FEDERATION.

EDITOR MOTORCYCLE ILLUSTRATED,

A T the national meeting of the F. A. M. held at Indianapolis on August 14th, as you are aware, I was elected president. At no time was I a candidate for this office, nor did I solicit any support from any factions or interests whatsoever, yet at the final meeting it was the choice of a large majority that I should be the next president.

Now that I have been elected and accepted the office, I propose to administer these affairs to the best of my ability and to the credit of the F. A. M. as well as to myself. In doing so I will appoint the best committees I can, but will reserve this for further consideration. I sincerely trust that I may have the hearty co-operation and support of your pub-

lication in my endeavors to give the F. A. M. a good administration. Let the watchword for 1910 be "A bigger and better F. A. M. than ever before!."

I will cheerfully submit to criticism from the press for any mistakes I may make, but I feel that the best interests of the F. A. M. can best be advanced by the hearty cooperation of the press and all of its members. I am absolutely without alliances or obligations to anyone, and am therefore in a position to administer the office fairly to all. Thanking you in advance for your support, and for your kindly consideration, I remain

ndly consideration, 1 16.112... Yours very truly, Indianapolis, Aug. 17, 1909. F. I. WILLIS.

#### Tips and Topics—By the Veteran



H. DAVIES' recent description of the two-stroke British built Scott certainly impresses one with the thought of the neglect of this type, and the field for research which it opens. We may expect some big developments in this design,

which has appeared from time to time in automobile construction. A tiny two-stroke engine attachment, which drove by friction wheel on the front tire, was once marketed to fit the pedal-driven bicycles, but the company, known as the Ixion, failed to attract much public notice. In gasoline launches we often find the two-stroke idea cropping up. Taking into consideration what has been generally known as the standard type of two-stroke engine construction, anyone who had been hitherto only familiar with the working of the four-cycle engine is struck instantly by the reduction of working parts and the simplicity of design in an engine of the two-stroke type. First of all, there are no valves, cams, or gear wheels; besides an impulse is obtained at every revolution of the crank instead of one impulse every two revolutions as is the case in the four-cycle engine. Since all the moving parts are continually under a load, the wear and tear is less and engine "hammering" is entirely eradicated.

.36

THE inexperienced man ponders over this, and naturally remarks: "Surely this design must be right-why bother with complicated valve systems and two to fourcylinder engines?" Those, however, who know thoroughly the leading features of the two types of engine construction and have followed practical experiments by automobile constructors, are aware that the two-stroke engine in its simplest or its original forms, is easily outweighed in point of all-round merit by the best types of four-stroke There is the all-important factor of weight, wherein it will be found that a very considerably higher power for a given weight of engine is obtainable with the four-stroke. A "standard" design of gasoline engine is not yet made, nor are we past the experimental era; and the question of finality in design will not be settled for many years to come. It is interesting to note that, as we are on the outset of the "aero-age," so to speak, light and efficient engines are required. Up to the present, however, all aeroplane engines are of the four-cycle type. To reduce the matter to the simplest terms: The output of power obtainable from a given size of cylinder depends primarily upon getting that cylinder as nearly as possible full of explosive mixture, and it is just this that the ordinary two-stroke engine will not do. 36

A<sup>S</sup> against the separate suction and exhausting strokes of the four-cycle engine the fresh charge in a twocycle motor is forced from the crank case into the cylinder, simultaneously with the exhaust gas rushing out by virtue of its own pressure. By deflecting the incoming gas up to the top of the cylinder, an effort is made to prevent the intermingling of the fresh charge and the burnt gas, and also to obtain a displacement effect from the incoming charge. The efficiency of this operation-cycle is open to question, as the power stroke cannot be very marked. Many other drawbacks might be enumerated, such as the mingling of the crank case charge of gas with oil spray, which cannot improve the mixture; this, however, seems to have been eliminated in the Scott engine. Even with these drawbacks, we are all well aware that there are thousands of these simple two-stroke engines working and giving satisfaction for certain classes of work, particularly in launches; but it does not follow that because an engine will work well enough as a stationary power unit, it is better or even as good as the existing type for motorcycle design. The fact remains that the two-cycle principle, like the horseshoe nail, is always turning up.

OBVIOUSLY the design can be improved upon; indeed, many have tried to overcome this difficulty. However, these designers almost invariably depart from the simple type of engine and start at once to add parts-extra cylinders, valves and gearing—with a view of eliminating certain of the faults which I have touched upon. The fact remains that no modified type of two-cycle engine has, as yet, made much impression on engine constructors, and this in itself is sufficient proof that the problem is more difficult than many realize. If greater simplicity can be obtained only by dropping far below the present power standard that would not be engineering progress, although, if it could be shown that a large gain in simplicity could be attained with a relatively slight falling off from the standard, such an engine would be bound to attract general attention with a view to bringing it up to the highest standard. It is well to remember that the steam turbine went through this phase and came out triumphant. Its sheer simplicity in construction compared with reciprocating marine engines absolutely compelled attention, although in the early stages of its development it fell far short of the efficiency of the highly developed quadrupleexpansion engine.

A NOTHER puzzle which points to incorrect carbureter adjustment is persistent misfiring at slow speeds. A very likely cause of this is that the carbureter is getting too much air, and the cure, in some types, is to fit a smaller choke tube and increase the extra air inlet as, by so doing, you can get less air at slow speeds and more at high, which, of course, makes for far greater efficiency from the power plant. 36

SOMETIMES a machine is afflicted with an unaccountable spell of uneven running. The cause of this is often dust on the air screen of the carbureter and, once this is cleaned, the machine will resume its normal running conditions. Just about this time of the year there is quite an epidemic of minor carbureter troubles. These are caused mostly by dust and grit getting into the gizzards of the carbureter, and causing it to go on strike for a while. Therefore, in the hot, dry season, it is distinctly advisable to "take down" the carbureter from time to time and give it a thorough clean-out, as the running results will well repay you for the time spent on the job.

PLAYING with the wrench.—It does not do to tinker with things too much. I once heard of a man who took his dining-room clock to pieces, just for fun, and, somehow or other, managed to get the pieces together again. A friend called upon him a day or two after, looked at the clock and inquired whether it was right. "Fairly so," answered the amateur craftsman. "When the hands indicate ten minutes to eleven and it striker two, I know it is seven o'clock." By this little parable I wish to impress upon the would-be mechanic that you can make too many so-called adjustments and cause more harm than good. In particular, when running over the nuts with a heavy wrench, be careful not to overdo it and strip the threads of nuts and bolts with too much huskytude. Remember you are playing with delicate machinery, not screwing up angle irons in a railroad construction

A NOTHER valuable formula embodying stroke.—Our formula fiend must have got lost in a maze of figures, I can forgive him, for here is another imported formula which, besides considering stroke, gives one a headache. This has been brought forward by that clever Anglo-American combination, Messrs. Rolls-Royce, the former once a De Dion tricycle enthusiast, the latter hailing from the city of New York. Here's the formula:

H. P. = .25  $(d-1-2)^{8}N \sqrt{8}$ 

in which "d" equals the diameter of the cylinder in inches, "s" the length of the stroke in inches, and "N" the number of cylinders. It can be seen that this formula includes the length of the stroke, an omission which seems to have broken the heart of our esteemed contributor.

**36** 

A RACE for standard touring machines.—I notice that a very successful form of automobile race is being adopted by the Brooklands Racing Club in England. This might well be copied in some of our motorcycle race meets, and should provide great sport and close finishes. The idea is to select any popular make of car, and a particular model of a certain horsepower, and have a race for private owners of these stock cars, calling it a "stock car race." The results of these races show a series of very close finishes, which mean good sport from a spectacular point of view. **36** 

æ OILING lightweights.—Having ridden a lightweight recently, I found that the only oil to use is the one the makers recommend and, not being able to procure it everywhere, I had to take a can with me. When one uses a thick or "heavy" air-cooled oil on a lightweight, the engine has an annoying trick of gumming up horribly, causing serious loss of power. Again, these small power plants don't require as much oil as their heavier brethren. .\*

LIGHTWEIGHT tour .- New England boasts of fine roads and an attractive variety of scenery-all this I can vouch for from experience. I do not know whether this year is in any way out of the ordinary, but I have been covering a good deal of this ground on a popular lightweight, and have been greatly bothered by wind. Traveling on a calm day, or with the wind, on a lightweight of medium power, is the essence of enjoyment, but when one has to face a strong, continuous blast, reminding one of the open prairie, it is another matter altogether. For unless one sits low the machine is perceptibly slowed, and as soon as shelter is reached, darts forward with renewed life. Yet, in spite of this, no signs of overheating were observed, and it was very rare to strike an entirely unsheltered hill, so, beyond cutting down the average daily run perceptibly, no other effects were to be noticed; still, there were occasions on really bad days when I was nearly blown to a standstill.

A FEW final tiplets.—Before bidding you a sad farewell until next issue-weather and editor permitting, I will just fire off a few crusted axioms: Keep your coaster brake flushed out with kerosene from time to time, then clean the same with thin oil, and don't forget to give a fresh dose of lubricating oils after that. Whenever you hear a strange and unknown noise emanating from the motor (not from a cow over the hedge), get off and investigate, lest damage may be caused by the omission. If you happen to take the engine to pieces at any time, turn the bushing round, as this will ensure new life. Oiling an engine little and often is far better than injecting heavy doses. Use a large, well-sprung saddle, and you will enjoy your rides tenfold-I notice that a great many old-pattern motorcycles are fitted with saddles totally inadequate for the purpose, which is enough to give any one the so-called "motorcycle face." When on a tour carry a spare belt, or some extra chain links. Butt-ended tubes save a lot of time and temper-try 'em and see. Don't ride with the tires too hard on bad roads-it bores you.

#### A NEW FOUR-WHEELER.

MEXICO, Mo.—E. B. Sellard is completing a four-wheeled "motorcycle" wheeled "motorcycle," practically all of which is his own invention. He has fitted it with a new system of water cooling, new gear arrangement and clutch. At the trial performance of the machine it worked perfectly.

The frame is of piping, and through it the water passes to the engine and back to the radiator, cooling as it makes the trip. He has a 2 h. p. engine on the machine fitted with a special clutch, a differential gear of his own invention.

The whole will be covered with a neatly painted tin frame shortly, and a proof of its practicability attempted. Mr. Sellard expects to complete a pleasure vehicle which will be not only cheap, but durable as well.

A FRIEND recently recommended fish glue for a leaky crank-case, and I tried it after a vain "rassle" with brown paper gaskets, shellac, etc. It worked to perfection. Any big paint store sells fish glue-ten cents' worth will supply you for the balance of your natural life. Get a little double glue pot at the ten-cent store (they all have them), cook your glue until it is of a nice consistency, and apply it liberally to both edges of the case, having previously removed all oil and all traces of previous "fillers." It is well to warm the case a trifle before applying the glue-just to a point where it is noticeably warm, not hot. Then apply your glue, get the "innards" in the crank case as quickly as possible, slide on cylinder and head and set up hard on your bolts. In about half an hour set up again if you can. Then let it alone for 24 hours, and unless the case is very, very badly out of line, you'll find it will never leak a drop.

FOR that specially inaccessible nut, from which the monkeywrench slips off and barks your knuckles, get a little drop-forged S-wrench. The hardware stores have them, in all sizes, at 15 cents and upwards.

#### BETTER ROADS OR NO MAIL.

TACKSON, MISS.—The motorcycle is coming into use as a mode of conveyance for rural free delivery carriers in Mississippi. Advices received here by the local postoffice authorities state that in several of the northern counties of the State the motorcycle experiment has been tried with much success by carriers, and is coming generally into use on routes where the roads are in fair condition. It is valueless, it is said, during heavy weather, but as a mode of conveyance on good days it enables the carriers to cover their routes in about half the time usually consumed when traveling on horseback or in buggies.

Incidentally, the spread of the rural free delivery system is an important factor in the building of better roads in Mississippi. Spurred to activity by threats from the Postoffice Department that rural routes would be abandoned unless the roads were improved, boards of supervisors are giving more serious attention to the subject.

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MILWAUKEE, Wis.—Chief of Police John T. Janssen is a firm believer in the use of motorcycles for the police department, and is anxious to organize a special motorcycle squad. At present there are three Milwaukee policemen using motorcycles, but Chief Janssen wants this number increased to an even dozen. He states that Philadelphia now has a squad of fifty motorcops, who are doing more work than two hundred foot patrolmen could do.

A. C. GOWDY, assistant superintendent for Olds, Wortman & King of Portland Or man & King, of Portland, Ore., was recently made the recipient of a \$285 motorcycle, presented to him by the employes of the firm as a token of their esteem. Mr. Gowdy has always wanted a motorcycle, and in view of this fact some of the employes of the house conceived the idea of making up a purse and presenting a machine to him as a token of their respect. Accordingly this was done, an appropriate presentation speech being made by W. P. Olds.

#### THE OPEN ROAD: By Outrider

THIS is intended for one type of rider in particular. We will name him the "butterfly," for he is a lover of fair weather and of the dustless turnpike, hugging the environs of his city. He knows not of the great beyond, but every week we see him riding along the familiar route, to meet, perhaps, some boon companion of like calibre. Let him but read this, and mayhap the scales will fall from his eyes, and he will develop, by gradual stages, into the self-reliant tourist, who knows his machine so well that he does not need to be forever near some repair shop. It requires but little experimental work to gain the wonderful "wanderlust," that desire for "pastures new," which cannot be satiated and which grows with years. What cares the genuine, well-equipped tourist for road surface? He is not riding to any set schedule and it matters not where he lays his head that night-ay, there's the charm of it all! The subtle fascination of the country, the open region which lies beyond the office, the suburb, the railway station and the summer resort, is, to him, quite irresistible. The kind of pleasure which we feel in free and unrestrained road travel is something which no other known experience can afford, and, being sane and healthy, is fast winning its way to special recognition.

The railroad does not supplant the road; it simply supplements it. The scenery of the railroad, with its neverending vista of poles, cuttings, etc., cannot compare with that of the lane and byway, so that a journey by train counts for nothing—it is mere transit. As soon as the fascination of speed, mere speed and nothing else, has weakened, the tourist begins to be sensible of all manner of things interesting and beautiful, and he loses the mere "professional" instinct of listening for signs of trouble akin to veteran and novice alike.

To spend weeks in one locality is a practice to be decried and abandoned, while the contrast of surroundings is quite another and a newer thing. Mountains are grander to the eyes fresh from the plain, the moor is more fascinating with sounds of the upland still in the ears, the scent of the woodlands the sweeter when it drives out from the nostrils the whiff of the seaweed. Only by the freedom of the road can this perpetual freshness of impression be retained, and thus may a tour be glorified by wandering through a pamoramic change of country.

I fear that most of our tours are too stereotyped. We "map out" our route, selecting choice roads which may or may not lie in interesting districts, or in places where variety can be procured. It is best to bear in mind that the mingled impressions of a tour make for its fascination, and thus, although maps may be our guide, schedules and defined routes should be avoided. A leisurely tour by highroad and lane is an incomparable experience, presenting such a luxuriant profusion of sights and impressions, that he who has an eye to see, mind to interpret and a heart to feel must return repaid a hundredfold for his

trouble. The panorama which unfolds itself before the rider from day to day, seems almost inexhaustible in the variety of its appeal. The object, therefore, of every motorcycling tourist, should be to learn to appreciate these things outside of the every-day, humdrum existence and to see all that is of interest within the compass of the day's journey, and to stay awhile at the places of interest, historic or otherwise.

It might be thought by those who have not considered the matter and who, perhaps, have not realized what a large amount of information a map can be made to convey, that there is nothing to be said concerning these, and that all a man ought to do in the matter is to go to the nearest mapsellers and choose any series which happens to be handy. The art of choosing and using maps requires a critical knowledge of their varieties, or what might be called their language. It is not merely between good ones and bad ones that the map buyer has to choose, for too frequently a map is judged by certain appearances which, as a rule, have little to do with the qualities which constitute excellence for real purposes. At the present moment some districts and some states are not very well off for good road maps, the survey map being usually too bulky and the district and route maps not clearly defined. However, we are gradually getting further towards perfection in this respect; indeed, the Automobile Club of America is attending to this matter, slowly but thoroughly, and many other centers are following an excellent lead in this respect.

A machine of low horsepower should not be overloaded. One's baggage must therefore be reduced to a minimum; otherwise, unless the machine is geared extremely low, hills will present terrors. Of course, it need hardly be said that a good two-speed gear is the means of rendering a trip into the wilds enjoyable in the extreme, but, if this is not fitted a variable pulley becomes a luxury well worth having.

The riding kit has been recently touched upon. A light change of clothes throughout should be added. This can be secured to the carrier in a small flat valise or grip. A light rainproof coat is also a blessing. For necessary spares in addition to the usual kit, as mentioned in our recent A. B. C. articles, we might include an extra belt or chain, fasteners and links, two spare-butted tubes, not forgetting the all-important valves and springs, keys, spark plugs and gaskets. We must be practical as well as poetical, for the enjoyment of the beauties of nature must not be marred by disconcerting delays.

In conclusion, to the fair weather and "butterfly" rider, I say: Try the open road and gain confidence in yourself and your machine, for distance in reality holds no limitations to the real motorcyclist. You will not regret it. There are men of our ranks—personally I can vouch for four—who have toured over prairie trails, and again in foreign lands, and are not tired of it yet!

IF your motorcycle is not of the tank-in-the-rear variety, here's a good stunt that helps toward easy removal of the rear wheel—usually a difficult task, especially with belt machines. Cut your mudguard just ahead of the forward brace, and rivet in a 2x3 steel hinge. (Be careful to ask for a tight-pin, not a loose-pin hinge.) The leaves of the hinge will need to be curved slightly to fit the curve of the mudguard. Notch the guard so the hinge will fit in flush, leaving no gap in the guard. Use 3/16-inch rivets—three of them on each side. Then, when you are out on the road and it becomes necessary to take the rear wheel out, simply remove the two screws that hold the mudguard braces to the rear stays, tilt up the guard, and, after the other processes are

attended to, your wheel will come out as gently as a lamb, and without any gymnastics or profanity.

INSTEAD of swathing your handlebar with tire tape in order to make your horn fit a bar for which it was never intended, try this: Take out the screws. Bend up the lugs on the horn until it seems to hug the bar snugly. Reshape the loose clip until it approximately fits. This will throw one of the screw holes about ¼ inch out of line. Drill a new hole, cut off the clip and round the end. Put in your screws and tighten them and your horn is in place for keeps. Most "taped" horns are shaken to pieces in a month. I have one, treated as above, that has outlasted three of the "taped" sort.

#### FALL RUN OF HARLEM CLUB TO ATLANTIC CITY, SEPTEMBER 4, 5 AND 6

THE annual fall run of the Harlem Club will be to Atlantic City and return, Sept. 4, 5 and 6. The schedule follows: First Day—Headquarters, South Ferry, St. George, Perth Amboy, South Amboy, Lower Matawan, Freehold, and Farmingdale.

Second Day.—Farmingdale, Lakewood, Toms River, Waretown, Tuckertown, Pleasantville and Atlantic City. Third Day.—Atlantic City, Waretown, Farmingdale, Perth Amboy and Headquarters.

The fact that the controls have been arranged to allow a speed of 14 to 18 miles per hour, will permit novices on low-powered machines to make the controls as easily as more experienced riders, while deductions for unwarranted speeds will add a tinge of excitement to the run, and at the same time give all riders an opportunity to win one of the gold medals. The event is to be purely a

pleasure affair—racing will under no circumstances be permitted by the management, under penalty of penalization. One of the features of the second day will be a brake test at some point unknown to the contestants. Riders not qualifying in this event will be penalized 25 points. Full instructions regarding this test will be given before the start from Farmingdale on the second day.

Two handsome gold medals will be awarded to the riders having the highest number of points in the single and multi-cylinder class, those completing the run with a score of not less than 900 points will receive silver medals, while all those finishing will receive bronze medals, all at the club's expense.

The total expense for the run will be only \$7.25. Entries should be sent to L. H. Guterman, 103 East 125th street.

New York.



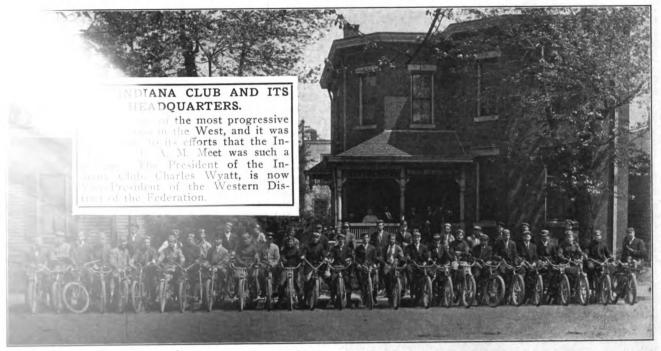
THIS is part of the members of the R. S. club, just organized at Danvers, Mass. Those who appear in the

picture, reading from left to right, are D. Abbott, D. McLeon, P. W. Cutter, W. J. Walker, T. Cloutmon and S. Hennigan.

A RTICLES of incorporation were filed recently in the office of the Essex county clerk by George P. Fawcett, Newark; Kenneth D. Owen, Montclair; Herbert E. Coryell, East Orange, and P. Wilmer Stevens and George E. Post, who have organized under the name of the New Jersey Motorcycle Club for mutual protection, social purposes and the building of a clubhouse. The present headquarters of the organization are at 287 Mulberry street. Carl W. Bush, of Caldwell, N. J., has succeeded Thayer McLaren as secretary. The membership has been largely increased this summer.

MACON, Ga.—At the organization meeting of the Motorcycle Club of Bibb County, the following officers were elected: W. M. Sampler, president; P. D. Griffith, secretary; W. K. Walton, treasurer; Leighton Brown, physician and surgeon, and Tom Brown, Bebb Orr and C. F. Baumgarten, machinists.

THE Minneapolis club will postpone the erection of a clubhouse until next year. The state fair track will not be ready for racing for several weeks.



THE fall 150-mile run of the Linden Motorcycle Club, from Brooklyn to South Haven and return, will take place Sunday, September 19th, 1909. In case of rain, the run will be held Sunday, September 26th. The run will start promptly at 8.00 a. m. at the club headquarters, 1604 Bushwick avenue, Brooklyn (one block from Eastern Parkway). The first fifty miles are laid out over the beautiful roads on the northern shore of Long Island, thence across the Island, the last 100 miles being over the Merrick Road. Checking Stations

will be located at Oyster Bay, Cold Springs, Massapequa and South Haven. A dinner stop is to be made on the way out at Somerset House, in East Islip. Arrangements have been made with the proprietor to furnish dinner to the riders at fifty cents each. An entry fee of \$1.50 will be charged, and a handsome silver medal of original design will be awarded (as the Club's expense) to all who complete the run within the time limits. Entries should be forwarded to Capt. John Behm, Linden Motorcycle Club, 1604 Bushwick avenue, Brooklyn.

A PERMANENT organization of the Peoria club was effected at a meeting held recently, during which officers were elected as follows: Toby Vanbuskirk, president; E. R. Shanemeyer, secretary-treasurer; Milton Hitchcock, captain of the club runs.

OTTAWA, Ill.—The members of the Illinois Valley Club will hold their first annual race meet on Labor Day at the La Salle Driving Park. In addition to five or six motorcycle events, there will be at least two automobile races.

DOWAGIAC, Mich.—Mr. and Mrs. Fred Phillips gave a motorcyclists dinner a week ago Sunday at their cottage at Indian Beach. Covers were laid for twenty-seven. Those present were: W. N. Sawyer, Miss Hattie Pray, Mr. and Mrs. H. C. Pray, Mr. and Mrs. Clint W. Voorhees, Leon

E ASTON, Pa., riders have just organized with the following officers:—President, Charles Glackin, of Phillipsburg, N. J.; Treasurer, Allen Hoffman, of Raubsville; Secretary, Charles R. Boyer; Captain, J. S. Deysher, of Easton.

HOUSTON, Tex.—Auston W. Burges, in charge of the local Indian agency, is planning the organization of a club here. Full particulars may be obtained from him at Adoue-Blaine headquarters, corner Main and Capitol.

Tice, Wurden LaMott, Fred Murphy and family, Orville Williams and family. Duane Powell, Ralph Stafford, Charles Behnke, Wilmot Bills, Mr. and Mrs. Carl Phillips and Mr. and Mrs. Will Stewart. Mr. Phillips is the Indian agent for this territory. Below is a photo of the company.





A VERY successful run was conducted, Sunday, August 22, by the Rochester Club. Thirty riders participated, including Miss M. E. Conley, Mrs. A. Neff and Mrs. J. A. Malone, who rode on tandems. Despite the fact that six miles of the trip was over a road undergoing repairs, there were only two punctures. On Saturday, August 21, the club conducted two five-mile races on the Union Hill half-mile track. E. Stauder, on an Indian, won both races, for doubles and singles respectively.

WORCESTER, Mass.—The local club had a ladies' night at its clubhouse at the lake August 24, and it was made an occasion to give Mr. and Mrs. W. H. Tannebring, who were married the previous Saturday, a sendoff. The clubhouse was decorated with Japanese lanterns and a flashlight picture was taken of the assemblage. Mrs. Tannebring was hostess and was assisted by Mrs. F. E. Choate.

RANK FALK, of the Underwood Typewriter Co., of St. Louis, is on a motorcycle tour to Boston. His route is by way of Quincy, Chicago, Detroit, Toledo, Cleveland, Buffalo and Albany. He will return by way of Hartford, New York, Pittsburg, Cincinnati and Indianapolis and will be out three months.

THE Ascot Park race track will be used by the Los Angeles Club for a race meet September 9th. A record-breaking crowd is expected to be in attendance.

#### FAST WORK ON THE ROAD.

ONE of the leading motorcycle enthusiasts of the south is Earl J. McCone, Captain of the Savannah Motorcycle Club, of Savannah, Ga. Mr. McCone rides an Excelsior and so confident is he of his ability to get away from any opponent that he has offered to ride with any motorcyclist of that vicinity any distance from one mile up for a dollar per mile.

Mr. McCone recently rode a match race with another local rider, under the auspices of the Savannah Motorcycle Club and checked and timed by the officials of that organization, over a course nineteen miles in length, the greater portion of which was over roads on which the Grand Prize Cup race was held. There are thirty-two turns in this course, and the greater number are square corners, with no banking of any sort. Some are covered with loose sand.

Mr. McCone easily won, making one hundred miles in two hours and fourteen minutes flat. On some of the straightaway stretches he made sixty-two miles per hour, and one strip of five miles, in which there are three right-angled turns, was made in exactly five and one-half minutes.

Mr. McCone, while a young man, is one of the old timers in the motorcycle field and has ridden practically every leading make of machine. His home was originally in Chicago, where he is now spending a few days. It is his intention to ride to New York on his Excelsior and make the return trip to Savannah by steamer.

A RECORD event was the run recently made from Los Angeles to Venice by the Los Angeles Motorcycle Club. Between 235 and 240 single machines and fifty-four tandems participated. The run was made to the seashore in one hour and ten minutes. The start was made at 9 a. m., Derkum and Hubert Tuttle acting as pacemakers. Near the city hall at Venice these two riders slowed down and the club members paraded Windward Avenue in a compact body. The club enjoyed a banquet upon its return. About 200 persons were present. The Riverside, Pasadena, and Hollywood clubs were represented in the run.

A "FLEET" of fifteen Reading-Standard motorcycles is maintained by a delivery firm in Kansas City to supplement the 45 horse-drawn package wagons which it operates. The little machines cover from 75 to 100 miles a day.



Earl J. McCone.

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#### THOSE ECHOES.

OUR friends appear loath to let the big fuss go, for in a recent issue there are two or three pages of "echoes," after-thoughts, comments.

We. ourselves, have after-thoughts about the Indianapolis meet; but we prefer to commit the new rules and all the rest of it to Time. Now we see through a glass darkly, but, after several moons, things will be diamond-clear and then we will all know how to take another step forward.

It is easy to write the pungent paragraph, a form of expression which seems habitual with our friends. We, ourselves, for these twenty years past, have been charged with having clearness and style; and it may be the truth that we can illuminate a fact or express an opinion so that the man who reads can *see into our brain* and yet, at the same time, not hear the whirr of the wheels.

But we have ever tried to marry this alleged style and this alleged clarity to broadness, to kindness, not to bitterness. To make a pungent paragraph we have never held individuals up to ridicule, never made them dance the tightrope. On the contrary, we always preferred and do prefer to deal with facts, principles, with the logical, the actual, and not with men merely passing across the stage.

A year ago this paper had the tremendous circulation of 800 copies. It now has 4,400 bona fide. Its income, too, has increased 300 per cent. We have been busy building up that circulation, busy spending most of that income to secure those 4,400 readers—and more. And therefore we have no time now, and no inclination either, to write page after page about the will-be or the might-have-been. We want to lift that 4,400 to 10,000.

And this, the last, is the most important point of all. This paper is not edited or published for the fifty to seventy-five inside motorcycle celebrities, trade or otherwise. These celebrities, mostly in the trade, don't buy anything. They are sellers, not buyers. It is the great mass of motorcycle folks who absorb the stuff. And this great mass, numbering many thousands, are more interested in the general news of the day and in the practical side, than they are in the fact that Publicist Percival once sold pills, or other kindred personal matters. Nor do they very much care how Dr. Thornley, or former President Ovington, or this, that or the other man bore himself in the Indianapolis fracas, if so one-sided a

matter could be called a fracas. What these men want is not personal scorn, but kinks, news, photographs, wrinkles, stories. And that is why MOTOTCYCLE ILLUSTRATED, which gives them this variety, is read by thousands of riders all over the country.

So it is up to the trade insiders not to be deceived, not to be mislead. What they are looking for is to sell their product all over the country, from ocean to ocean, from the Canadian border down to the toe of Florida. And therefore, Mr. Insider, it is not the paper that personally pleases you or airs your pet theory that is necessarily your best medium. On the contrary, it is the paper which pleases thousands, and not a few insiders, that sells the stuff.

#### FROM THE LONE STAR STATE.

E print in this issue a howl from Texas. Although we use the word howl, it is not quite that; rather merely an earnest plea on the part of a motorcyclist who is also an agent. His plea is for machines that will stand Texas use. It is well known to many that Texas is not honeycombed with fine park systems and billiard-table roads. As a rule the motorcycle has a rough proposition down there, and the great need in that state is motorcycles with weight and strength, as opposed to machines dedicated to speed and lightness. But the need for strong machines is also felt in many other states. Among the motorcycle makers to-day many keep this need for the durable machine as the supreme mark at which they are always aiming. Our correspondent is in error if he believes that the makers are not fully posted on what is needed for rough, all-round country service. But he must remember that the trade is a new, young trade and that, like Rome, it cannot attain full growth in a day. Each year the manufacture of motorcycles has shown marked improvement. As firms keep on making money they are in a better position to employ the best talent in the designing room, in the factory and elsewhere. Most of them are slowly but surely gaining strength, and in time they will be able to offer a line of machines suitable for any man and any country.

#### ABATING THE CUT-OUT NUISANCE.

...

WHILE president of the F. A. M., Mr. Earle L. Ovington made an effort to have introduced into the Board of Alderman of the City of New York, an ordinance prohibiting the use of machines without mufflers or of muffler cut-outs within the city limits. Mr. Samuel Marx, Alderman of the 33rd District, has offered his help in the premises, and will present such an ordinance in the very near future. The matter has been turned over to Mr. Dwight Patterson, Chairman of the F. A. M. Legal Committee, and the prospects of the passage of the ordinance, which will establish a very healthy precedent, are excellent.

It is very gratifying to see a city like New York take the initiative in this matter. Of course, such ordinances are thoroughly popular, and there is not likely to be any opposision to its passage by the governing body of the metropolis. On the other hand, anti-noise provisions of this character safeguard against that sort of criticism which is bound to follow where mufflers are not attached to machines or where cutouts are too freely used in crowded city streets.

Death lurks in the offing of reckless road driving. What is the sense of endangering your safety in an endeavor merely to satisfy a speed mania. As a matter of fact the time-killer is invariably insatiable. Avoid contracting the disease.

By the way, treat your motor with decency. Don't expect to secure magnificent results unless you invest at least some attention in your mount.

Once more, be considerate of other folks. Don't rile their prejudices by excessive speeding and the indiscriminate use of your muffler cut-out.

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#### A PLUCKY AND ADEPT MISS.



MISS GRACE HOWARD, of Verona, sister of Benjamin F. Howard, M. M. agent, Newark, though only fifteen years old, is an ardent rider of an M. M. Special. She is not satisfied with short rides, but has covered as much as 150 miles in one day. She has been on a good many of the club runs to different points in New Jersey, and has had no trouble in negotiating any kind of road, even the Green Pond Hill, a very hard and rough ascent, which old-timers admit to be an exceedingly difficult one to mount.

In working out the average of the Reliance Motorcycle in the F. A. M. Endurance Run, we omitted one score, and credited them with the percentage of only 52 per cent. when it should have been 77 per cent. The showing of this machine would have been even better, had it not been that the rules were misunderstood by one of the Reliance riders, he having failed to arrive at Columbus within the limited time, owing to being held up at the Coshocton control for forty-five minutes, because of his being out of gasoline. Had he known that he could have secured the signatures of some of the citizens of Coshocton certifying that he had gone through that place, he would have been able to finish the run, and thus bring the percentage some fifteen or twenty points higher than it really was.

A rather striking feature of the record breaking performances incident of Graves' ride of one hundred miles in eighty-seven minutes, at Los Angeles recently, was the fact that not only the winner, but also Ward, Kohl and Knappe, who rode second, third and fourth, respectively, were all mounted on machines equipped with Morgan & Wright tires.

Morgan and Wright announce that their Los Angeles branch has been removed from 118-122 East Tenth street to

#### FOUR MORE FOR BERNARD.

ALESBURG, Illinois.—Harvey Bernard and his Harley-Davidson were the stellar attraction at the race meet held here on Thursday last. The Milwaukee crack sent his machine over the course in record time and secured first place in four events, that is, in every race in which he was entered. In addition to this, Bernard negotiated the fastest mile ever made on the Galesburg track, traveling the distance in 1:02½ on a single cylinder in the 30:50 class. Not only did the Harley-Davidson capture the races won by Bernard, but the Milwaukee machine, ridden by Boyer in the five-mile private owner race and by Gabrielson in the ten-mile private owner, secured first place in these events also. The summaries:

The summaries:
Five-Mile Private Owners.—Boyer (Harley-Davidson),
Galesburg, first; Serank (Harley-Davidson), Galesburg), second; Seacord (Excelsior), Galesburg, third. Time, 6:57½.
Ten-Mile Handicap.—Bernard (Harley-Davidson), Milwaukee, first; Boyer (Harley-Davidson), Galesburg, second; Barrett (Harley-Davidson), Galesburg, third. Time, 12:29.
Ten-Mile Private Owners.—Gabrielson (Harley-Davidson),
Galesburg, first; Seacord, (Excelsior), Galesburg, second; Sehank (Harley-Davidson), Galesburg, third. Time, 15:18
Five-Mile Handicap.—Bernard (Harley-Davidson), Milwaukee, first; Boyer (Harley-Davidson), Galesburg, second; Gabrielson (Harley-Davidson), Galesburg, third. Time, 5:33
Fifteen-Mile Handicap.—Bernard (Harley-Davidson), Milwaukee, first; Gabrielson (Harley-Davidson), Galesburg, second; Seacord (Excelsior), Galesburg, third. Time, 16:32½.
Twenty-five-Mile Handicap.—Bernard (Harley-Davidson),

A MEETING of the Long Island Motorcycle Club, newly organized, will be held Thursday evening at its temporary quarters, 37 Vernon avenue, Long Island City. Anyone wishing to join should communicate with or call on Arthur C. Klage, 37 Vernon avenue, Long Island City, N. Y.

Milwaukee, first; Seacord (Excelsior), Galesburg, second; Boyer (Harley-Davidson), Galesburg, third. Time, 27:34.

BEAUMONT, Texas.—A club is in progress of formation here. Its leading spirit is H. Cunningham, the local Thor agent, who reports that the sport is fast gaining favor in the Lone Star State.

more commodious quarters at 1108 South Main street, where the branch will have better facilities for taking care of the trade.

The Hendee Manufacturing Company has decided to make the Bosch Magneto the standard equipment for its entire line. Battery ignition will not be used on any of the 1910 Indian models.

J. W. Grant, of the Troxel Manufacturing Company, Elyria, O., has returned from his trip to the Pacific Coast. This was his second journey, and he reports that he has doubled the business done on the first trip.

Mr. W. G. Schack, general manager of the Emblem Manufacturing Company, of Angola, N. Y., is on the Pacific Coast closing agency contracts for 1910.

Le Roy Cook, formerly editor of MOTORCYCLE ILLUSTRATED, has joined the American Motor Company as its advertising manager. Mr. Cook is the new secretary of the F. A. M.

Newark, N. J.-M. H. Potter has taken on the Royal Pioneer agency.

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#### VALUABLE PRIZES AT LOWELL.

THE biggest event of the year, as far as racing in the eastern portion of the country is concerned, will be the series of motorcycle events which will constitute a part of the Lowell Motor Carnival, to be held Labor Day week. The motorcycle events will take place September 10 from ten o'clock until four in the afternoon. There will be six events, as follows:

Flying mile trial for Speed King Trophy, valued at \$50; entry fee \$5. Twenty-one mile race (two laps) limited to private owners with machines in the 55 class, having no auxiliary exhaust ports. The first, second and third prizes have a cash value of \$50; entry fee \$5. One lap (10.6 miles) open. First, second and third prizes have an actual cash value of \$50; entry fee \$5. Two-lap professional race. First prize, \$100; second prize, \$50, and third prize, \$25; entry fee, \$10. Two-mile races for machines in the 30½ class; prizes to the value of \$50; entry fee, \$5. One hundred-mile race for the Lowell Automobile Club Trophy; entry fee, \$10.

Entries should be sent to the Lowell Automobile Club, Lowell, Mass., or to Earle L. Ovington, at 2234 Broadway, New York City, who will be referee. The prizes are among the finest, if not the very best, ever competed for by motorcyclists. Every cup is of sterling silver, of the highest quality and handsomely designed. In fact, the attraction in the way of prizes is so great that there will be undoubtedly one of the largest lists of starters who have ever competed in a motorcycle meet in the New England States.

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JACK PRINCE is now on the lookout for a track site in the vicinity of New York. He has Brooklyn, Jersey City and Newark in view. He has not yet decided just where he will build, but the prospects are that he will construct a half-mile board track, upon which a hundred miles an hour will be an easy proposition. The structure will be ready for opening early next spring.

Prince is also closing arrangements for a track, similar to the Springfield structure, to be built at Providence, Rhode Island, and for another at San Francisco. With these tracks in operation, the energetic promoter will have two circuits, on the Pacific and Atlantic coast, respectively. The Western season opens in November and comes to a close in April or May, at which time weather conditions are right for the inauguration of the Eastern circuit. In other words, Prince contemplates having racing all the year around.

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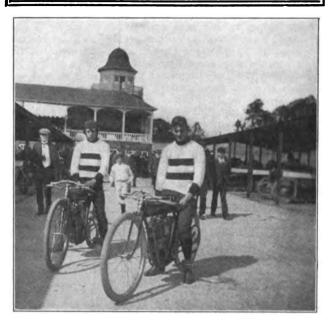
DENVER.—Five thousand people crowded the rim of the saucer track at the Tuileries a week ago Sunday and saw one of the greatest motor races ever run in Denver. Every foot of the distance, fifteen miles, was hotly contested by Boyd, Armstrong and Wolters, and the crowd went crazy with excitement. Wolters, who was running third, while going at a speed of forty-five miles an hour took a header, the machine turning a complete somersault, Wolters going with it. The officials ran to his assistance, to find him up, dragging his machine to the outside and calling for another. He mounted and continued the race, giving an exhibition of nerve which brought thunders of applause from the spectators. Boyd won, Armstrong was second, and Wolters third; time, 20.093/5.

C. ROY, of Rochester. N. Y., who for some time has been striving to interest local capitalists in the erection of a track here, has succeeded to such an extent that plans have been prepared for a three-lap track, as part of a stadium on St. Paul street boulevard. The track will be built by the Stadium Amusement Company, with R. S. Price as president, and Mr. Roy secretary and general manager. The stadium will be completed in time for the opening of the 1910 season.

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#### A "KILLING" FOR EVANS.



Lee Evans (in Center of Picture).

IN addition to securing a perfect score in the A. C. U. Six Days' Trials, in England, the Indian has otherwise engaged the interest of British riders. At Brooklands, in the time trials, G. Lee Evans made the best record in his class, 64.702 miles an hour. In the August handicap at Brooklands, Evans finished first from scratch, the machines competing running up to 7.34 C. C. against the Indian's 6.38 C. C. In the senior handicap for machines not exceeding 1,000 C. C., the Indian also won. Again, in the second roadster handicap, the Indian, fully equipped, and still retaining the seals carried by it in the 6 days' trial, secured an easy victory.

These winnings entitled it to enter in the winners' handicap, the Indian being the only motorcycle to gain this privilege. Its competitors were Napier automobiles of 59 and 39 horsepower, and another machine of 20 horsepower. This race was won handily by Evans. A notable feature of all these events was the regularity of the speed of the machine, a stock 5 horse twin, for in the first three races it made 60½ miles an hour, and in the last, 60¾ miles.

TWO of the F. A. M. championships, postponed on account of the Indianapolis Speedway fiasco, will be competed for in Springfield on the one-third mile board track Labor Day. The two events are the two-mile and one-hour races, respectively, and Jack Prince, manager of the track, is confident that the entry list will be large and the sport wonderfully interesting. It is probable that the other championship, the five-mile, will be run off in Milwaukee some time in October.

Another big feature of the Springfield meet on Labor Day will be a series of match races, distance five miles, best two out of three, between Jake De Rosier, who has practically recovered from his Indianapolis accident, and Eddie Lingenfelder, who defeated the Springfield man in the ten-mile professional. Both Lingenfelder and De Rosier are now in Springfield, the former already practicing and the latter almost ready to don his racing togs and mount his machine again. Both men are sure of their ability to win, and it is needless to add that the competition between them will be extremely exciting.

In addition to these three events, the Springfield Labor Day card will contain one or two races for trade riders, one or two for private owners and a novice event, thus making one of the finest programs of the season.

#### GOERKE, ON A DIRT TRACK. RIDES A MILE IN FORTY-FIVE SECONDS.

ON the North Wildwood Speedway the Philadelphia Motorcycle Trades Association held its first annual race meet under ideal weather conditions on August 20th. The most noteworthy performance was a mile against time by Goerke, of Brooklyn, on his seven-horse-power Indian in 45 seconds, which establishes a record for the track. Seymour, of Los Angeles, made second best time, 47 seconds.

Event No. 1, a one-mile novice dash for singles, was won by Weis on a Reading Standard, who defeated Keating and

Lehman on Harley Davidsons.

The obstacle race, in which contestants were compelled to steer zigzag courses between barrels without knocking them over, was interesting. Stanley Kellog, of New York, who holds the mile record at the Point Breeze track, won in twenty seconds. The summaries:—

One mile novice, 30½ class—First prize (gold watch), A. Weis, 3-horse-power Reading Standard; second, J. Keating, 4-horse-power Harley-Davidson; third, Lehman, 4-horse-power Harley Davidson. Time 1 minute 16 3-5 seconds.

One mile, 23 class—First (gold watch), Raymond Seymour, 3-horse-power Reading Standard; second (gold cuff links), H. Klebes, 3-horse-power Reading Standard. Time, 1 minuate, 13 seconds.

One mile, 301/2 class-First (diamond ring), Walter Goerke,

4-horsepower Indian; second, Raymond Seymour, 4 horsepower Reading Standard; third, Stanley Kellog, 4 horsepower Merkel. Time, 1 minute 8 2-5 seconds. Seymour was only 20 feet behind at the finish.

Obstacle race, speed not less than 15 miles an hour—First, Stanley Kellogg, Merkel; second, A. Wicknick, Indian. Time

20 seconds.

One mile, 48½ class—First (gold watch), Harry Klebes, of Philadelphia, 6-horsepower Reading Standard; second Walter Goerke, of Brooklyn, 6-horsepower Indian; third, Raymond Seymour, of Los Angeles, 6-horsepower Reading Standard. Time, 1 minute 1 second. Goerke had a bad start and lost by about 50 feet.

One mile, 61 class—First (diamond ring), Goerke, 7-horsepower Indian; second (scarfpin), Kellogg, 7-horsepower Merkel; third, Klebes, 7-horsepower Reading Standard. Time, 57 2-5 seconds. This race was close throughout, Kellogg being

beaten by not more than five feet.

One mile time trials, two trials allowed, flying start—First (diamond ring), W. Goerke, 7-horsepower Indian, time, 45 seconds; second, R. Seymour, 7-horsepower Reading Standard, time, 47 seconds; third, S. Kellogg, 7-horsepower Merkle, time 48 3-5 seconds; fourth, Klebes, 7-horsepower Reading Standard, time 52 3-5 seconds.

THERE will be a big time at Wichita, Kansas, on Labor day. In the morning, two hundred riders are expected to participate in a parade, and races will be conducted in the afternoon. Ray Hockaday, of the Hockaday Motorcycle Company, announces that a number of Topeka riders from the capital city have entered the races and will be strong contenders for championship honors. Arrangements have been made to remove the sand on the turns of the track and to sprinkle the speedway. The races have been sanctioned by the Federation.

SAN FRANCISCO.—A twenty-four-hour endurance run will probably be the next important event conducted by the San Francisco club. The matter was brought up at the last meeting of the club, and has been left in the hands of the racing committee. The contest will be held over the San Leandro triangle on September 5 and 6.

On Sunday, August 15, the club members held their semimonthly run to Tocaloma in conjunction with the Oakland motorists. A number of women made this trip, riding tandem.

THE Bicycle and Motorcycle Dealers' Association of Topeka, Kansas, is making arrangements for the races which will be held on the first day of the big State fair, September 13. More than two hundred and fifty dollars worth of prizes will be offered and there will probably be ten events.

THE Elizabeth City Motorcycle Club will hold a race meet September 11. Entries should be forwarded to A. B. Houtz, secretary, 112 N. Road street, Elizabeth City, N. C. BEAUMONT, Tex.—Plans for holding a series of races here Monday, Sept. 6, are progressing satisfactorily and the promoters are much encouraged over the prospects. The course is the county shell road from Beaumont to Port Arthur, and handicaps are to be so distributed as to give all the entries a fair chance. There will be from six to eight events. The races are free to all, and no entry fee will be required. The committee requests that all entries be made to H. Cunningham at the Chicago Auto Company, Heisig Building, Pearl and Washington streets.

TWO motorcycle races were held at Cheyenne, Wyo., on the 17th. The twelve-mile event, for Cheyenne riders only, was won by Dick Anderson on a 3½ Excelsior; V. L. Curtis, 5 Indian, second; John Huth, 3½ Yale, third. Time 20:45. The twenty-five mile free-for-all was won by Glenn Boyd, 5 Indian, in 26:32; E. Lyttle, 7 R.-S., was second, and E. W. Armstrong, 4 Excelsior, third. Boyd's riding won the acclaim of the crowd, for the track had not yet been smoothed by the passage of heavy cars, and the speeding motorcycles performed some long distance leaping stunts that kept the spectators on their feet.

IN our August 15 account of the Indianapolis Speedway races, we stated that Huyck rode from scratch in the sixth event, a five mile handicap for machines not exceeding 61 cubic inches piston displacement. This was not correct. Huyck had 52 seconds handicap. The scratch men were Balke and Turner, both of whom rode Merkels, and who secured second and third places, respectively.







This group of pictures gives one an idea of the interest taken in motorcycle racing in the Northwest. The photos, showing the progress of a five-mile race, were taken at Wausau. Wis., a few weeks ago. The race, as were two others the same day, was won by John Schwister on a Harley-Davidson.

#### RACE MEETS-RECENT AND PROSPECTIVE

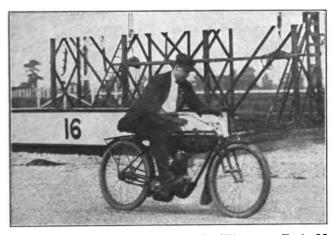
INCINNATI.—On a half mile track, in poor condition, three races were held here Sunday, the 22nd. The best riding was done by Henry Rowland, on a twin Thor, who, although paralysed in the right arm, succeeded in winning the ten mile for twins and the fifteen mile open handicap. summaries :-

Ten Mile Handicap for Singles-First, R. W. Lucas (Indian); second, Henry Bleh (R.-S.); third, Henry Neiderschmidt (Harley Davidson); time 14.13.

Ten Mile Handicap for Twins-First, Henry Rowland (Thor); second, John Bleh (Merkel); third, Fred Peacock (Pierce); time 13.10.

Fifteen Mile Open Handicap—First, Henry Rowland (Thor); second, John Bleh (Merkel); third, R. W. Lucas (Indian); time 23.10.

A TLANTIC City, N. J., is to have a big automobile track if the projected plans do not fail of materialization. A company has been formed to handle the undertaking, which will include other sports in addition to automobiling. It is proposed to erect a course which will be two miles in circumference, at Chelsea Heights, near Atlantic City. The track will be elliptical in shape, and in the center will be grounds for athletic sports, football and baseball games. It is estimated that \$800,000 will be expended in preparing the grounds. The track will be 125 feet wide on the banked turns and 150 feet in width on the stretches. It will be built on a concrete foundation and a grand stand capable of accommodating 25,000 persons will be built. It is hoped to open the track by next spring.



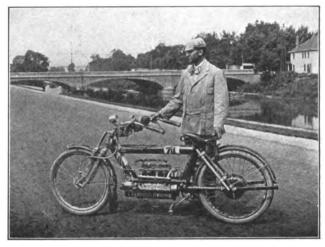
A. L. Kirk (Minneapolis Two-Speed), Winner at F. A. M. Race Meet at Indianapolis.

SAVANNAH, Ga., August 8.—According to the local report the races scheduled to be run on Tybee Beach on August 7, were more or less of a fizzle. The races had been poorly advertised, and altogether the affair seemed to be run in a go-as-you-please order. Despite these drawbacks a crowd of people lined the course and saw the few races which were run, the results being as follows: One Mile.—Won by R. H. Ward; 2, J. A. Adams, Jr.; 3, W. Smith, all riding Excelsiors. One Mile Open.—Won by Adams; J. Howard Eve, second, and Ward third. Adams won the third and last event, with Eve second and McCone third. The crowd waited patiently for a thriller, but it never came.

Torpedo, and Roy Collins, of Rock Island, was third on an Indian. J. M. Meyers, of Davenport, rode a five-mile exhi-

bition on an Excelsior, his time being 7:26 3-5.

PERRY Wessel, of Moline, Ala., riding an Excelsior, won the ten-mile race at the Rock Island exposition recently. Second place went to H Priester of Davenport, who rode a



F. L. HUNT, of Rochester, N. Y., who secured a perfect score on a four-cylinder Pierce in the National Endurance Run, had never ridden in any event of that character before. The fact that he had no trouble what-soever throughout the entire 385 miles speaks volumes for the reliability of the machine and the skill of the rider. ×

A RACE meet will be held under the auspices of the North Wildwood Automobile Club on the Speedway, North Wildwood, N. J., Monday, September 6. The following is the list of motorcycle events: One mile, thirty and a a half class; first prize valued at \$20, second at \$10, third at \$5. One mile, forty-eight and a half class; first prize valued at \$20, second at \$10, third at \$5. One mile, sixty-one class; first prize valued at \$20, second at \$10, third at \$5. One mile time trial—two trials allowed; prize valued at \$35. The entrance fee is \$1. for each event, and the entries are in charge of W. C. Rhodes, 19th and Oxford streets, Philadelphia. ً بر

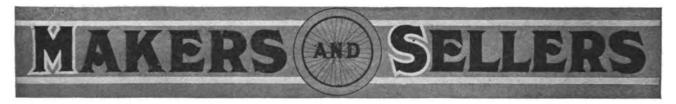
BETWEEN thirty and forty riders are expected to compete in the races which will be held at the State Fair at Syracuse, N. Y., September 18. Three trophies have been announced by C. Arthur Benjamin, chairman of the automobile races at the State Fair. The Syracuse Club has appointed a racing board, consisting of A. V. Brewster, chairman; Captain Fenner, second lieutenant; Adams, vice-president; Sparks and Allen Groves. Perce Adams has been elected second lieutenant to fill a vacancy. F. E. Scoville, N. F. MacLyman, H. F. Grover, Orin Stevens, William Manders, C. Lester Saul and Max Rosenbloom were recently elected to membership.

T. PAUL -The hill climb held by the St. Paul and Minneapolis Motorcycle Club on Davern Hill the afternoon of the 15th was well contested, there being thirty entries. F. S. Haas, the St. Paul rider, gave a wonderful exhibition of riding, capturing first prizes, gold medals, in both the twin and single classes.

The second prizes, silver medals, were awarded to H. Hammer, single cylinder; A. Bedson, twin cylinder. Best time, single cylinder, :19; twin cylinder, :16.

The next event conducted by the club will be a road race, and following this will be the state fair races, automobile day, Sept. 11.

N Saturday Aug. 14, the Rochester Club held three events for members only on the Scottsville Road over a course of 101/2 miles. The first race, a free for all, was won by H. Stauder (31/2 Indian); second, Mertz (6 Thor); third, Cannon (Harley-Davidson). The second event was a handicap race, won by C. B. Forsyth, on the Merkel, scratch. The third race, for doubles, also proved easy for Forsyth.



#### A FIVE HORSE SINGLE

QUITE a little attention from the riders on the endurance run was attracted by the ance run was attracted by the Kiefler, manufactured in a small way by the Kiefler Motor Works, 184 Broadway, Buffalo, N. Y. The 1909½ Model is a simplification of last season's machine. It is notable in that it is the largest single cylinder in the country, having a 3¾ x 4 engine, developing five horse power. Transmission is by chain belt, there being an adjustable idler with a lever for releasing it. Instead of having the usual type of carbureter, this machine is equipped with a mixing valve, manufactured by the Kiefer folks. The valves and oiling devices are automatic, and the control by means of friction lever. The gasoline tank holds a half gallon and the oil tank three pints. The ignition is by battery, of which there are two. The frame is double, equipped with extra long handle bars, while the saddle is one of the Mesinger type. The machine is equipped with a band brake, manufactured by the builders. It sells for \$220.

Among those who made the A. C. U. Six Day Reliability run in England recently, was F. C. Wood, of London, who rode an N. S. U The trials were run under exceptionally bad conditions, as rain fell almost continually. The performance of the N. S. U. is especially notable in view of the fact that the machine, a 4-h.p. Model de Luxe, had been purchased by Mr. Wood only two days before the commencement of the trials; it was a stock model, taken from the window. This machine was equipped with the N. S. U. two-speed gear and free engine, which enabled Mr. Wood to do exceptionally well on steep hills and ir deep sand.

J. W. Dickenson, of New Britain, Conn., has invented a luggage carrier, which he declares to be a very convenient and advantageous equipment. As is plain from the illustration, the carrier is very roomy and at the same time rigidly attached to the mud guard and rear hub. This accessory is made exclusively to fit 1909 Indians. It can be attached in ten minutes. It is made of cold rolled steel and so large as to admit of the carrying of an ordinary parcel or even a suit case. The carrier, with two heavy straps, is sold for \$2.75. Mr. Dickenson's address in New Britain is 36 Pearl Court.



#### THE MARVEL—A NEW ONE

A MONG the machines competing for the first time in an endurance run was the Marvel, made by the Marvel Manufacturing Company, newly organized at Hammondsport, N. Y. Both the single and the double have mechanical intake valves. The cylinder, in one piece, is of the offset type, with the valve in the head. The ignition is by both magneto and battery, and transmission by V belt. The frame is the same as the Weyman Model, and spring forks, on the Sager principle, are part of the equipment. The bore of the cylinder is 3½ inches, and the stroke 3 11/16 inches, the capacity of the single being 30½ cubic inches.

The site of Morgan & Wright's huge tire and rubber goods plant, on the banks of the beautiful Detroit River, is, from the standpoint of scenery, light, air and water supply, probably the finest in the country. From a practical standpoint, it is interesting to note that the steam presses in which the tires are cured are so ponderous that it was necessary to go down to bed-rock to get a proper foundation for them. As the excavations proceeded below the level of the river, water cozed through into shafts in such volume that it was necessary to install a big centrifugal pump and run it night and day to permit continuing the operations. Even then, the men were compelled to work up to their waists in water most of the time. In spite of these difficulties, it is expected that the new equipment will be ready for operation in a few

Houston, Tex.—Austin Burgess, who has the Excelsior agency throughout this territory, reports a bright outlook for the coming season. "The fact that there are not more motorcycles in and about Houston already," he states, "is remarkable in itself, and I look for the demand to almost equal that now enjoyed by the automobile in the near future, now that the ice is being broken by the recent sales, including those made to the city government. Waco, a town of some 30,000 inhabitants, at this time possesses nearly as many motorcycles as automobiles, which does not mean that Waco is not long on the latter. In Waco motorcycles are replacing the bicycle as a mount for the telegraph and messenger boy, and for the business man better types are coming into use in preference to horse and buggy and the more expensive motor cars.'

The Hendee Manufacturing Company has made an important change in Chicago, having placed P. B. Whitney in charge of its Western branch office. Whitney is confidently of the opinion that the number of machines in use in and about Chicago will be doubled next year. He says: "People are just beginning to wake up to the business as well as the pleasure phases of the two-wheel machine, and everywhere in the country officials of industrial concerns are making inquiries, and I anticipate a tremendous business for the coming year."

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Penacook, N. H.—The Hoyt Electrical Instrument Works have bought a piece of land, fronting 100 feet on Main street here, which forms part of the Central Trunk Boulevard being built through the White Mountains, and will erect a modern fire-proof garage and salesroom, the widespread demand for Hoyt motors having made it necessary to devote the entire Washington street plant to their manufacture.

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Morgan and Wright announce a change in their Atlanta branch location. They have just taken possession of the premises at 50 North Pryor street. Mr. Herbert Starnes will succeed the Alexander-Seewald Company as manager. Mr. Starnes is one of the company's oldest employees and has acted as its Southern representative in the States of Kentucky, Tennessee, Mississippi and Alabama for several years past.

#### WHIPPLE The Motorcycle Man

The best in the world is none too good for our customers. Motorcycles and accessories at lowest prices. Pieroe 4 cylinder, \$350; Indians, nine models, \$175 to \$325. Good second hand, all kinds, down to \$40. Send for our sundry catalog.

WHIPPLE THE MOTORCYCLE MAN
260 W. Jackson Blod., CHICAGO



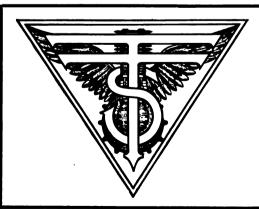
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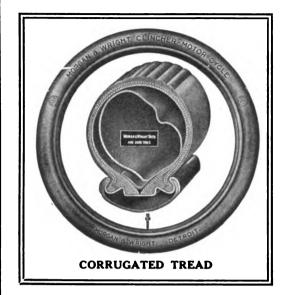
not only deals with the "rider who knows," but has the satisfaction of knowing that he can make deliveries when promised, for we will appoint only such number of agents whose repeat orders we can take care of promptly Our Literature and Agency Proposition will interest you

IT IS IMPOSSIBLE for us to handle all of the attaching of "K & R" TWO-range with repairmen in all parts of the country for doing the work—we get the busi-ness, send the set to you for attaching to frame and pay you well for doing the work.

Send for our Catalogue—"K & R'' CONVERSION SETS, and handle our Two-Speed Hubs as a money-making side line

KELLER & RISQUE MOTOR CO., St. Paul, Minn.

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In the only Championship event i riders of the

# MORGAN & WRIGH

Took 1st, 2

THE 10-mile professional race was won by Linger felder on M. & W. tires. DeRosier unfortunatel buckled his front wheel and fell. His Morgan I Wright tires, however, were in perfect condition and wer not responsible for his accident.

The results of these two races—the only important races of the day—justify the statement the 100% of the fast machines at the meet were equipped with Morgan & Wright Tires. Look at the Summary:

Event No. 1-M. & W. tires 1st.

Event No. 2—(F. A. M. Championship) M. & W. tires 1st, 2nd and 3rd.

Event No. 3—(Local Club race) 1st, 2nd and 3rd places went to two competing makes of tire

Event No. 4-Morgan & Wright tires 2nd.

Event No. 5—(Professional) Morgan & Wright tires 1st. No 2nd on account of accident

Event No. 6-Morgan & Wright tires 2nd and 3rd.

Event No. 7-Championship. (Run after practically all the best riders had withdrawn. Morgan & Wright tires 2nd and 3rd.



These are wins to be proud of. Wins made when ther was real competition on big 5 to 7 H. P. machines tha show up what a tire is good for and demonstrate its maker' ability. Ask those who were there.

Morgan & Wright tires won the F. A. M. Champior ship in 1908, and had all the events been run off as pe schedule there is little doubt that they would have made clean sweep this year.

# MORGAN & WRIC

Kindly always mention the paper when writing to advertisers.

f at Indianapolis, in which the best try competed,

# MOTORCYCLE TIRES

d 3rd places.

ORGAN & WRIGHT racing tires were the talk of the meet and were the only tires that successfully stood up under the terrific grind and strain of the Speedway.

There was not a machine on the track which was counted

on to win the Championships or professional races that was not fitted with Morgan & Wright tires.

In the big events, Morgan & Wright tires were the choice of Lingenfelder, DeRosier, Huyck, Balke, Kellogg, Chapple, Goerke, Seymour, Voelker, Turner, Tormey and many other good but ess known riders.

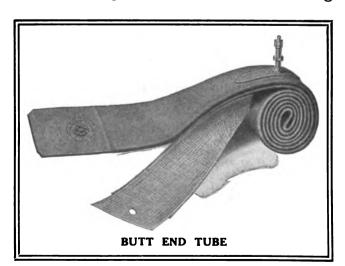
These were the men who were counted on to land the coveted championships and they chose Morgan & Wright tires when their lives and reputations were at stake.

Other tire makers were compelled to supply road tires, when they could, as a make-shift when their racing tires failed to stand up. Championships are seldom won on such equipment.

The condition of the track, causing the withdrawal of the best riders whose machines were equipped with *Morgan & Wright tires*, accounted for the winning of one or two of the events by slow machines on these regular road tires.

In the endurance run, we were unfortunate in not being represented on any of the comnittees, and the entries did not pass through our hands. We are proud, however, of the showing

made by M. & W. tires. They showed a percentage of perfect scores as high as any competing make and a higher percentage of machines finishing. But two casings were changed during the intire run, both for bad cuts. M. & W. Butt End tubes were in a large proportion of competing usings and they stood the grind in fine shape.



# T, Detroit, Mich.

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S a matter of fact motorcycling is in its infancy in Texas, and throughout the whole Southwest in general. This may be attributed to probably two agencies, but primarily to one, on which all practical riders will almost unanimously agree. To make a long story short, the entire trouble lies within the fact that the various manufacturers have, up to the present season, failed to put weight and strength into their product. They have all built machines much too light to be thoroughly adapted to Texas roads. However, this season has afforded us motors that meet the demand entirely; yet at the same time it is very apparent that the majority of the manufacturers fail to grasp the one cardinal point, Durability, losing sight of this important factor to cater to the speed craze, and putting on the market machines that are far too frail to meet the commercial demand. It is obvious that the majority of the motorcycle builders are either ignorant of the existing conditions, or that they do not look to this section for any great source of revenue.

Now then, the motorist who may feel inclined to criticise this article on general principles, must remember that in this country we do not have mile after mile of boulevards and city pavements to enjoy—as is the case in the North and East—but must make the best of poor county roads, which are today practically as Nature made them. The "good roads" movement is in the ascendancy in this locality now, but at best it must be slow in attaining results of any consequence.

Again, those who favor and follow racing may have their views of the matter as well; but let us have machines for all demands. The manufacturer who holds that motorcycles are for racing purposes only, and continues to make a light, speedy machine, need not look to this section for any phenomenal amount of business in the near future. What we must have is strength and durability. We cannot accept the theory that "speed is power"; for theory is one thing and practice another. Racing will not come into popular favor in this section in the immediate future for many reasons, among which might be mentioned the following: Suitable courses are few, there are not enough followers of this particular sport to support regular meets, and last, though not least, the anti-racing sentiment is not favorably inclined towards anything of this sort.

Getting back to the prime features of this article. We have probably two machines that have made good in Texas this season from a commercial standpoint. This is a very poor percentage when one comes to think of it, is it not? And what is it due to? Professional men are probably our largest users of motorcycles at the present time, M. D.'s particularly. The rural carrier is another good friend, and it is obvious that they must have dependable machines in all instances. Others use them for travel in sparsely settled districts where the railroads are few, a condition that is very common here. This class of motorcycle is rapidly coming into favor, proving superior to the old dub of N. G.

Heretofore the motorcycle has been unfavorably looked upon in this country because of the poor opportunity that has been afforded it to demonstrate its actual worth and dependability, which was due to various reasons. Invariably the buyer is a novice, and as practical gas-engine men are few and far between, it is very evident to the man

who knows what will become of the motor. Very few riders are competent to handle the many little difficulties that are incident to motoring, and invariably a breakdown results in the delivery wagon being commissioned to haul in the "boat." Until the individual rider becomes better versed with the practical operation of the gas and spark, trouble and distrust will naturally follow.

Yours truly,

C. D. PEAKE.

Fort Worth, Texas.

#### **36**

#### The Standard Machine Question.

By Observer.

WHATEVER may be the final disposition of the rules, it seems that in the above heading lies the "crux" of the whole matter. Were amateur and trade rider alike to ride similar machines, we do not think that the question would be such a moot point. Again, there are two types of amateur, the one who tinkers his own machine, and the other with a factory at his elbow. Social status has nothing at all to do with the question, and, in spite of criticism to the contrary, we might sum the matter up by saying that motor-cyclists are not snobs.

It is, generally speaking, mostly the machine, not the man that accounts for the winning of a hill-climb. Therefore the matter assumes simple proportions. Were you to take two noted amateurs and professional riders, give them two machines, exactly similar, from a dealer's stock, let them have an hour for tuning up in the true sense of the word, not with special parts or fakes, but with ordinary methods—who could with certainty predict the winner in a hill-climb or endurance run? On this basis would any amateur object to entering against a trade rider? I do not think so, as a great many seem more than willing, even under present conditions, which are, to say the least, puzzling.

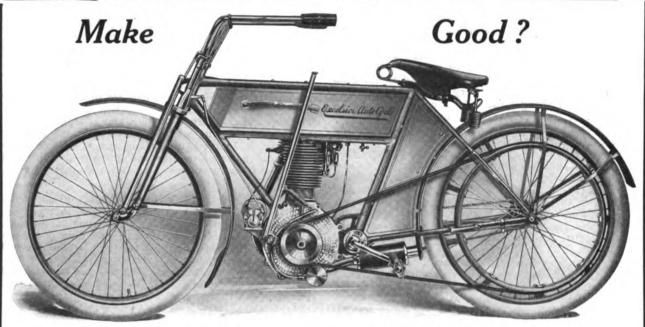
Let it be known that I am merely sitting on the fence at present. I presume that I am a professional, because, forsooth, I have met and competed against professional and trade riders alike, but, mark you, as an amateur, and I have not been absolutely unsuccessful, although I have had a factory at my beck and call. I have no "axe to grind" because I do not intend to go into competition again. Under certain conditions, sport such as this can go "mixed" and not suffer thereby. Let the trade rider, or amateur, ride a stock machine, devoid of fake, and with full touring or average riding equipment, such as mudguard and muffler at least, and the mountain develops into a mole-hill.

The point on which this question really turns is the stock machine. What is a stock machine? Just one which you would buy from any agent of your choice. Even though the manufacturer strains his utmost, he cannot get away from his catalogue specifications and the examples of his product in the hands of the riding public, and surely a "Missourian" committee could guard against fraud and fake, watch bore and stroke, valves and valve pockets, carbureters and standard fittings, and, mayhap, decide the question of what constitutes an efficient muffler?

Is the scheme workable? Yes! Have we the "wise and upright judges?" We have! Then why wander in the woods any longer? Let all come out in the open, and a square deal will be the result.

#### DID THE

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In the F. A. M. National Endurance Run

#### Five Excelsiors Started—Four Perfect Scores

The highest proportion of any make of machine entered. Only two private owners to finish perfect on single cylinder machines. One of them an Excelsior, ridden by L. Wipperman of Buffalo, N. Y. Note the number of other makes that fell by the wayside. Then draw your own comparisons.

## Excelsior Quality Makes Good Every Time.

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#### SEVEN HUNDRED AND SIXTY MILES ON A NEW ERA AUTOCYCLE

OUR readers will probably be interested in a trip that the writer has made on a New Era autocycle, built by The New Era Gas Engine Co., of Dayton, Ohio, from Dayton to Omaha, a distance of 760 miles. In making this trip. I halted at all the cities and towns on my route, making stops of from one to three days at each point. I started from Dayton May 19 and arrived in Omaha July 16. The trip could have been made in much less time had it not been for the stops and the miserable condition of the roads through parts of Illiniois and Iowa. It rained almost continually from the time I left Indiana until I arrived in Omaha.

After leaving Terre Haute, Indiana, my immediate objective point was Danville, Illinois. Here I found the roads almost impassable. The mud at times entirely covered my tires, which made riding very difficult. The two-speed gear was the only thing that made it possible to pass through stretches of mud roads. You cannot imagine my grateful appreciation of a stretch of ten or fifteen miles of good road when it happened to come on my route, which did not occur very frequently, especially through Iowa. I thought the roads were bad in Illinois, but in parts of Iowa they were so bad that I was compelled to resort to the railroad ties, where I rode for miles at a speed of about four miles an hour.

I was not following any pike or State road, but simply taking a course which I had laid out in order to visit certain towns and cities on my route. I frequently rode in a driving rain. It took me four days to ride from Des Moines, Iowa, to Omaha, which I reached July 16, though the rain followed me during almost my entire trip. I had very little trouble with the machine, and only two falls during the entire trip, one of which was caused in an unusual way.

I was approaching Terre Haute, when I observed ahead of me on the road two horses, which were loose and walking along the road. Thought I had successfully passed them, when I heard a commotion at my side, and then I saw that one of them was making a bee line for me. Almost before I was aware of the fact, he had knocked me off of my machine and passed over me. Fortunately he did not damage my autocycle to any extent, although it was some time before I entirely recovered from the shock. The owner of the horse kindly lifted me from the road and severely reprimanded me for being on the face of the earth, especially with a motorcycle.

I had ridden the same machine some 3,000 miles before starting on this trip, and have had the same tires (the B. F. Goodrich, double clinch, Bailey tread 21/2" x 28") from the beginning. I made no repairs of any conse-

quence during the entire trip.

Respectfully yours, L. S. MILLER.

A. GORDON, Tipton, Ind.—Do not fit new chains on old or worn sprockets. We are always endeavoring to point out this error. The grinding noise of which you complain is undoubtedly due to the fact that the sprockets are worn and should both be replaced by new ones. Your chain is out of pitch because of this, and it will soon be worn out if you do not get a new set of sprockets for it. When you have all running smoothly again, keep the sprockets and chain free from dust and grit, and do not be sparing with graphite and lubricant. Clean the chain occasionally by boiling it in paraffin wax, afterwards applying a thick paste of vaseline and graphite mixed. Your experience is not uncommon; it dates back from bicycling days.

H. THOLEN & SON, Victoria, Kansas.—From a careful diagnosis of your case we think that you will find that the adjustment of the jet in your carbureter is at fault. The gasoline should come to within one thirtysecond of an inch below the jet for the best working conditions and, as you show in your letter, the gasoline level is too low in your carbureter. Test this and we think that you will find everything O. K. We wish everyone sent in such clear and concise particulars as you do, as it helps us very much in the diagnosis.

#### THE TWO-CYCLE ENGINE. FROM ANOTHER POINT OF VIEW

T seems to me that one of your recent contributors is mistaken in stating that a two-cycle motor never gives more than 33 1-3% more power than do four-cycle motors of the same size, and that they will not run strong more than 600 or 700 R. P. M. Not from my own observation, but from very good authority, the American Simplex 2 cylinder, 2 cycle motor, 51/2 inch bore, showed 51 B. H. P., at 1,800 R. P. M. It is also claimed that Perry Okey's two-cycle, three cylinder motors are strong at 3,000 R. P. M., which goes to show that a two-cycle motor, if properly built, is far superior to a four-cycle engine, all things considered.

I have a two-cylinder motor, 3½ inch bore of crudest construction, a common marine motor which I have remodeled a trifle. This motor will run 1,800 R. P. M. There is also a two-cycle motor 23/4 x 23/4 inches built here, that will run 2,500 to 3.000 R. P. M.

Again, a speedy motor is not entirely essential for cycle use. Two of the smoothest running, easiest riding machines I can recall to mind, namely, the Harley-Davidson and Excelsior, use a very slow speed engine. High speed is generally used to get power and smooth running from a small motor. A two-cycle motor, with proper balance, will give good power at a speed far below where a four-cycle motor will not run at all; therefore, it can be geared accordingly to get the speed.

As for the cooling, there are very few air-cooled automobile engines that are successfully air-cooled, especially in the multi-cylinder type. On the two-cycle there are twice as many explosions, but there are no valve chambers, valves, etc..

which means more iron to cool. Again, in the four-cycle, the incoming gases are extremely hot before they get in the cylinder, being heated by the hot valves.

Immediately following ignition, the gas expands with the heat to the end of the stroke, when it is all forced back up through the cylinder again, adding additional heat to the cylinder head. In the two-cycle it is different. The gas entering the cylinder is comparatively cool, first striking the deflector, then the cylinder head, having a tendency to cool the piston and cylinder. After the expansion of the gas to the end of the working stroke, when there is no more need for it, it is expelled throught the exhaust port and not back up through the cylinder, which undoubtedly is responsible for the success of the Franklin automobile.

As for economy, the two-cycle will give more power, therefore more speed on less throttle, than any four-cycle, if the motor is properly built and not by guess work, as most two-cycle motors are. A two-cycle motor cannot be built that way, but has to be experimented upon until the proper dimensions are found that suit the purpose for which the motor is to be used. The American Simplex, seven passenger, touring car will do better than ten miles per gallon. There is just so much H. P. in a drop of gasoline and no more; build a motor to use it all. For road service, the two-cycles have the advantages of simplicity, more power and less weight, and they are less liable to disability, owing to lack of gears, valves, springs, cams, etc. Only time will tell, of course, but the story will be an interesting one.

Denver, Col.

J. J. WOOD.





98%

98%

# 6,908 Out of a Possible 7,000 Points

A Record Which Has No Equal in Motorcycling

## ACHIEVED BY THE MERKEL

In the F. A. M. National Endurance Run

# Seven Started—Seven Finished

Only 92 Points Lost Out of 7,000

#### A PERCENTAGE OF NINETY-EIGHT

We're Proud of this Record—Why Shouldn't We Be? Surprised? No. There's Merit in the Merkel, and it Simply has to Come Out. That's All

That Merkel Spring Frame

Merkel Ball Bearing, Self-Oiling Motor

Merkel Transmission and Merkel Construction

CAN'T BE BEATEN. YOU CAN DEPEND ON THEM EVERY TIME

If you are looking ahead for the best mororcycle or the best agency, write us

# Merkel-Light Motor Company

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2234 Broadway, New York, Distributors

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#### OLD TIMER SIZES IT UP.

N a recent issue of Motorcycle Illustrated Alfred H. Bartsch must have touched a sympathetic chord in the heart of every old-time rider of the bicycle who happened to read his article on the pleasures of motorcycling, as opposed to mere speed and splutter.

There can be no question of the successful future of the motor-driven machine for single riders, and those of us who rode the good old ordinary will make up a numerous brigade in the new army. Many of us will have to be re-converted, but that will happen when the almost quiet machine of simple mechanism and moderate power begins to be seen on the highways. Already we see the users of high-power machines manipulating them in crowded streets in what seems to be a marvelous manner. We don't quite want that sort of agility for ourselves; but we are interested, and as soon as there is an appearance of more ease, less noise and less speed, depend upon it, the ranks of motorcyclists will begin to grow by thousands.

In the experience of old-time riders envy will have had something to do with it. Several years ago, while pedaling my chainless up a moderate grade on one of New Jersey's perfect roads I happened to be thinking of the situation comparing my slowness, but comparative freedom from mechanical troubles, with the ifs, ands and buts of the motorcyclist-when the spluttering of a single-cylinder came up another grade, on a cross-road, and in a minute a man with gray on his temples went by. He was covering groundtoo much of it for very calm scenic observation-but he was getting there Eli through a dustless section rich with panoramic views that were strong enough to be taken on the fly, and something in his face said he was enjoying it.

HE little hexagon grip-control wrench, retailing at 15 cents, is the handiest tool imaginable for use on the nut

At that time a fork-head was still breaking now and then, and there was a great deal of joggle-joggle. It wasn't hard to imagine the man with the gray temples needing a little 3-in-1 between his vertebral cartilages after a rush of fifty to seventy-five miles, even on first-class road surfaces. But that man, well past fourscore and ten, made me feel distinctly slow, and my up-grade seemed laborious after I had seen him, cool and well-dressed, hum up his hill and pass me without an effort, lickety-split for home and supper at Bloomfield or Montclair, twenty miles away.

To-day the vibration is much less. So is the noise. The speed, if anything, is greater on the average, but in the natural evolution of the thing the kind of machine and the kind of riding Mr. Bartsch describes so alluringly will be the choice of many who have been thinking they are out of cycling for good. They will come to life again when the new game is a little older and more sedate in its mechanicals.

A reading of the talk before and after the national convention at Indianapolis is also a stimulus to renewed interest. It carries one back to the fine old days when the L. A. W. itself had scarcely more than 10,000 members. New rules to be submitted to fit the development of the sport-it's the old story over again of the simon-pure and the promateur, with one of the purest amateurs that ever was among the workers for good organization.

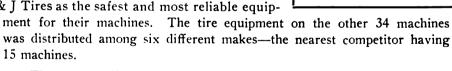
There will be some interesting history written later on. The automobile has claimed many, but the motorcycle is the natural successor to the bicycle, and with the improvements in roads now going on there will be not only the new generation of riders, but the frequent reunion of thousands of the old 'uns, under comfortable conditions.

on tire valves. If you have tried a monkey wrench on this nut you'll be delighted with the change.

# ANOTHER GREAT VICTORY

UT of the 103 entrants in the 1909 F. A. M. Endurance and Reliability Contest, 69 chose G & J Tires as the safest and most reliable equip-





There were 37 perfect scores made, 25 of which were made on G & J Tires.

Isn't the above score sufficient proof that G & J Motorcycle Tires stand up the best-that they are the safest and most reliable to use?

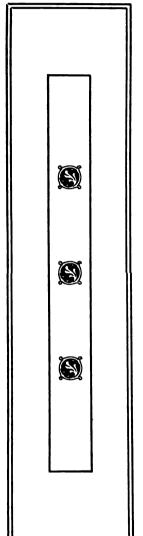
Get our catalog illustrating and pricing the different styles, also listing our complete line of valuable motorcycle accessories.

G & J TIRE CO., Indianapolis



BAILEY TREAD

# The Three M.M.'S in The F. A. M. Endurance Run



Made an excellent showing. Below is a table that gives the number and make of machines that started, the number and the percentage of perfect scores. There are seven higher percentages than that of the M. M.; two are the same, and eight are lower.

	Started	Perfect score.	Percentage perfect.	Started	Perfect score.	Percentage perfect.	
Curtiss	1	I	100	New Era 3	I	33 1/3.	
Torpedo	1	I	100	R. S 13	4	30 5/6	
Excelsior	5	4	<b>8</b> o	Yale 4	I	25	
Merkel	6	4	66 2/3	Emblem 4	I	25	
H. D	7	4	57 1/10	N. S. U 6	1	16 2/3	
Indian	21	12	57 1/10	Kiefler I	0	0	
Thor	8	3	37 1/2	Racycle 1	O	0	
M. M	3	I	33 1/3	Reliance 5	0	0	
Pierce	3	I	33 1/3	Marvel I	0	0	

We are sorry the M. M. score is not higher. It should have been. The machines stood the test in great shape. Tire troubles delayed one rider so badly that he was slightly over two hours late at Indianapolis. The other man did not finish. He was substituted for another rider at the last moment, without any preparation or knowledge of conditions, and the sand and ruts were too much for him.

Watch the M. M. in future contests. It is made for all kinds of going, good, bad or indifferent. It is the machine you should own. Easy and comfortable, quiet and speedy, a splendid hill climber.

Write for catalog.

#### American Motor Company

Brockton, Mass.

#### DISTRIBUTING STORES:

American Motor Company	-	-	-	-	218 Clarendon St Boston, Mass.
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L. E. French	-	-	-	-	895 Main St Buffalo, N. Y.
G. M. Greene	-	-	-	-	Mgr. Am. Motor Co., 1536 Michigan Ave., Chicago, Ill.
American Motor Co. of Texas	-	-	-	-	M. M. Building Dallas, Tex.
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#### SPARK PLUGS

Of the sheath type, are specially constructed for Motorcycle work—they spark under all conditions and require less battery power than any other plug.

One turn of the wheel and your motor is in motion—not necessary to run your legs off. Never necessary to remove to clean as their unique construction prevents the accumulation of soot or carbon on the sparking point.

Reliance Plugs will "Spark in Water"—that means that they cannot foul or shortcircuit under any conditions. Soot, carbon or dampness has no effect.

This plug assures you of longer life to itself—to your battery, to your coil and to a less strain on your magneto, at the same time giving a better spark and finer service than any other plug.

Acknowledged everywhere as mechanically correct—records of their use prove their superiority and you have never enjoyed perfect ignition until you have tried Reliance Spark Plugs.

Mica and porcelain backs in all sizes.

#### JEFFERY DEWITT COMPANY

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S. & F. Stephenson, Agents for United Kingdom; 19 Canning Pl., Liverpool, Eng.
Armand Frey & Co., Agents for Continental Europe; Berlin, Germany.

#### WITHIN THE FOLD

WILLIAM O. THEIM recently made a run from Minneapolis to Sandusky, Ohio, 750 miles. He averaged 138 miles a day, on a twin-cylinder Theim. Mr Theim had no engine or serious tire troubles, and, barring a fall the second day out of Chicago, no disagreeable experiences of any kind.

PORTLAND, Ind.—Giffe Stephenson, carrier on Rural Route 9, of this city, has begun the use of a motorcycle on his route of 25 2-8 miles, permission to use this conveyance having been received from the postoffice department. He makes the trip in three and one-half hours.

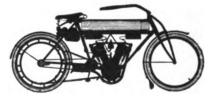
PHOENIX, Ariz.—Tom Armstrong has purchased a twin Indian with which he expects to out-distance any machine in the valley. Superintendent Stacy, of the Indian reservation, is also a devotee of the motorcycle, and recently joined the ranks of the fast riders.

NASHVILLE, Mich.—Ira Newton, mail carrier, has purchased a machine as a substitute for his famous team of mules that have done duty since he has been on the route. All carriers out of Nashville but one now deliver the mail by motorcycles.

VAUN L. Hamlin, of Afton, N. Y., recently rode his 5 h. Indian from Pittsburg to Binghamton, N. Y.—483 miles—in two days. The roads were very dusty, and fifty miles of the trip was made through deep sand.

The 1909 F. A. M. Endurance Run only verifies our claims for the CURTISS

One Curtiss Started One Perfect Score
Percentage 100



Isn't this the greatest possible proof of their SUPERIORITY?

They have been consistent winners since 1903

2 Perfect Scores - - 1906
DIAMOND MEDAL - 1907
2 Perfect Scores - - 1908
PERFECT SCORE - 1909

We're now making a specialty of the Endurance Run Model

7 H. P. Double Cylinder, \$275.00 3½ H. P. Single Cylinder, \$200.00

Place your order now for 10-day delivery

THE HERRING-CURTISS COMPANY, HAMMONDSPORT, N. Y.

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GEO. A. FAULKNER, 351 12th St., Oakland, Cal.

#### MOTORCYCLE MART—IT SELLS THE STUFF

Buy; Sell; Exchange. Two Cents a Word. Cash With Copy

MINERVA, 1909, TWIN 8 H. P., built especially for us by the MINERVA COMPANY. Condition perfect; the machine has not been ridden over 200 miles. We guarantee a speed of over 65 miles an hour. The PRICE, \$225.00.

Also our MINERVA SINGLE 4 H. P. RACER. Condition perfect. Speed 55 miles an hour. PRICE \$125.00.

To the purchasers of these two machines we will bind ourselves to refund the purchase price less 10%, if after a month's trial the machines do not prove satisfactory.

GEORGE V. LYONS MOTOR CO., 2382 Broadway, New York

#### FOR SALE OR EXCHANGE

FOR SALE-F. N. four-cylinder new 1909 model in perfect condition. Address Bargain, care Motorcycle Illus-TRATED.

FOR SALE—1909 5-h.p. Twin Indian, with tandem; best offer takes it. Perfect order, ridden little over 300 miles. T. A. Mauch, Yazoo City, Miss.

FOR SALE—New Pierce motorcycle. 4 cyl., 7 h.p. Address F. L. Thompson, 8 Garrison St., Paterson, N. J.

FOR SALE—Indian Tricar in good condition, \$50.00; also 1908 Twin Indian, \$150.00. John F. Miller, Meriden, Conn.

FOR SALE—New 1909 Indian motorcycle; 3½ h.p.; magneto, horn and cyclometer; cost \$254.50; \$180.00 takes it; rode 139 miles. Am a coward; afraid of dogs. J. S. W. Burpee, Rockland, Me.

WANTED-Bicycle motor attachment wanted. F. Ingersoll, 2325 Atlantic Avenue, Atlantic City, N. J.

FOR SALE—1908 "Armac" motorcycle, with brand new engine and special equipment. Make any reasonable offer. Make any reasonable offer. Charles H. Rennie, 817 West 87th St., Chicago, Ill.

FOR SALE—1909 Twin Indian, magneto, perfect condition. A bargain, \$185.00. W. S. Brady, 52 Andrew St., Massillon, Ohio.

INDIAN, PIERCE, MERKEL, AND M. M. MOTOR-CYCLES. Full stock of latest specialties. Prompt mail order service on Indian parts and accessories. Callwell's Motorcycle Agency, 10 Colden St., Newburgh, N. Y.

FOR SALE—1909 3½ h. p. Yale, in first-class condition; ice reasonable. Address J. I. Sharpe, Ashland Ave., price reasonable. Zanesville, Ohio.

FOR SALE—At \$175, M. M. magneto motorcycle; cost \$225; used but little; good as new. Farmers Bank, Lee's Summit, Mo.

FOR SALE—1909 loop frame 5-h.p. Twin Indian, with side car; condition same as new; has Bosch magneto. Best offer takes it. Address J. W. Dickinson, 36 Pearl Court, New Britain, Conn.

WANTED-3½-h.p. 1909 Indian, belt drive. Mayer, 7 W. 24th St., New York City. J. C.

FOR EXCHANGE—Two Columbia chainless bicycles; one has Pope two-speed coaster brake; both practically new; one watch, open face, sixteen size, 20 year case, 15 jewel Waltham movement; wanted to exchange for Indian motorcycle; will pay cash difference. Address A. A. Jordan, 264 Lumpkin St., Athens, Ga.

FOR SALE.—1908 Indian Twin with 1909 fore car run 300 miles. Fan and B. & C. two speed gear. Excellent condition. Write G. S. Mumford, care of MOTORCYCLE ILLUSTRATED, 299 Broadway, New York.

FOR SALE.—Three h.p. Thomas Auto Bi Motorcycle, \$124. Equipment, two-tone Gabriel horn, cut-out valve, Curtiss carbureter, lamp, separate gas generator, new mudguards, good tires, stand, extra connecting rod, bushings, piston rings, leather leggings, etc. Long, low snappy appearance; in fine shape. Address "Bargain," care Motor-CYCLE ILLUSTRATED.

#### AGENTS CARDS, ETC.

MOTORCYCLES thoroughly overhauled and repaired. Agents for Thor motorcycles, parts and sundries. Brazenor & Ruderman, 849 Bedford avenue, Brooklyn, N. Y.

M-M and R-S MOTORCYCLES—East End Cycle Co., Highland & Beitler, near Centre avenue, Pittsburg, Pa.

FOR SALE—New 5-h.p. twin Indian, \$200; second-hand h.p. twins, \$125 up; singles, \$75 up. F. B. Widmayer 5-h.p. twins, \$125 up; singles, \$75 up. Company, 2312 Broadway, New York City.

SECOND-HAND M. M. BARGAINS-Exhaust Whistles, Hand Idlers. M. M. Branch, 895 Main street, Buffalo, N. Y.

DISCOVERED-The motorcyclists' best friend on a windy night. A positive stormproof lamp lighter, once used, never without; finest thing in the world for smokers; only 25 cents. Tiger Cycle Works Co., 782 Eighth avenue, New York City.

B. & C. Two-Speed and Free Engine Gears; Ideal equipment for Motorcycles. Bushnell & Cannon, 1268 E. 80th place, Cleveland, Ohio.

#### FOR MOTORCYCLES Are Guaranteed Absolutely for 5 Years

Our patented system of Pancake winding explains this, and also the wonderful efficiency of all Pfanstiehl Coils. Three reasons for our great popularity:

Indestructibility Reliability PFANSTIEHL ELECTRICAL LABORATORY, North Chicago, III.

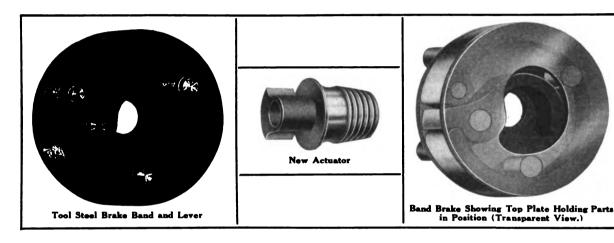
We are glad to announce we have sold all of the F. N. Big Four Motorcycles we contracted for the 1909 season, but sorry to say that on account of the enormous demand in Europe we are unable to get any more. Please don't send us any orders therefor, for we will only have to return them with thanks and regrets. We'll soon be ready to talk 1910 to you.

OVINGTON MOTOR CO., 2282 Broadway, New York

# Here It Is---A Dependable Coaster Brake For Motorcycles

# The NEW NEW DEPARTURE

INTERNAL EXPANDING BAND COASTER BRAKE



POWERFUL---Will stall high powered motors POSITIVE---Responds instantly to back pedal pressure

PRACTICAL---Efficiency has been proved by severe road tests

Will not bind or lock. Will not cut into brake drum
Will not "feed up" or drag pedals when coasting
Will not fail to operate because of overheating

You Ought To Have It---Write For Folder

The New Departure Mfg. Co., Bristol, Conn.
Coaster Brake Licensors

# A STRIKING DEMONSTRATION

OF THE

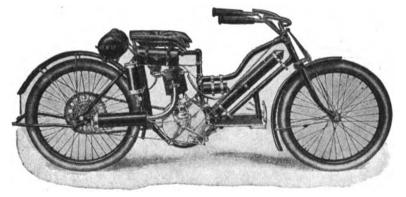
ROAD-RIDING QUALITIES

# NEW ERA AUTOCYCLE

in the F. A. M. Endurance Run-Cleveland to Indianapolis

#### ONE PERFECT SCORE

One Score of 975 Points--No New Era Rider
Had to Push His Machine at any Point Through the 378 Miles of the
Most Gruelling Contest Conducted by the Federation



PATENT PENDING

#### TWO SPEED GEAR AND FREE MOTOR WORKED PERFECTLY

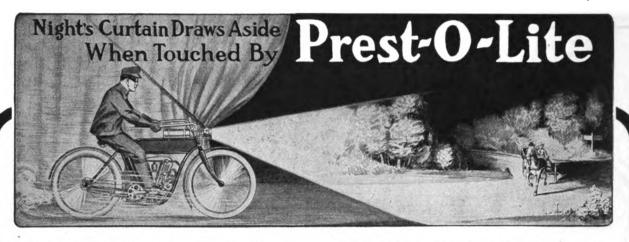
The New Eras Were Ridden Through Miles of Sand, and Climbed EVERY HILL on the Course, While Scores of Other Riders Were Compelled to Dismount and Push Their Machines

#### COMFORT. ENDURANCE AND DEPENDABILITY

These are The MOST STRIKING Characteristics of the New Era. If you are Live and Progressive, You Will Write for our Agency Proposition

# NEW ERA GAS ENGINE COMPANY,

22 DALE AVENUE, DAYTON, OHIO



THE motorcyclist is fast learning what the automobilist learned years ago.

A poor light is both a nuisance and a standing invitation to accident, danger and expense.

Prest-O-Lite is not expensive. And it has a big insurance value.

The light is unwavering, reliable.

The flame neither flares up nor dies down, no matter how many bumps. The cleanliness and convenience are your clear gain. Simply turn the gas off and on, like a gas jet.

The Prest-O-Lite Motorcycle Gas Tank is 12 in. long and 4 in. diameter. Weighs 7 pounds. Holds 10 ft. of gas-40 hours of light.

#### PRICE

FULL TANK 75c. (In Exchange for Empty)

Thirty-day trial plan.

See your dealer, or write us.

#### The Prest-O-Lite Co., 246 E. South St., Indianapolis, Ind.

Branches at New York, Boston, Philadelphia, San Francisco and Cleveland. 3,000 Exchange Agents

#### SPARK COILS, SPARK PLUGS, SWITCHES, TIMERS AND DISTRIBUTERS AND MAGNETOS

MADE IN AMERICA

HAVE NO SUPERIOR IN THE MARKET



Motorcyclists: You cannot afford to use inferior goods

No matter what make motorcycle you use. It is the spark that does the business, therefore use Pittsfield Ignition. Remember that our coils are the most efficient, giving you the hottest, fattest spark possible and shoots it where it will give the best results every time. We have coils for any number of cylinders required—we make either flat or torpedo heads. The Pittsfield Spark Plug is the Best Made. The mica insulation will

not crack, it being so perfectly made that the mica is virtually solid electrodes; are so prepared that they afford the greatest resistance to the high tension current. No matter whether it is for motorcycles, cars, boats or aeroplanes—insist on having the best, which is the Pittsfield System.

Magneto Spark Plug

Write for Particulars, Catalogues, Price Lists, Etc.

#### Dalton, Mass.

Sales Representatives: New England, W. J. Connell, 36 Columbus Avenue, Boston. Atlantic States, Thomas J. Wetzel, 17 West 42nd Street, New York. Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake Street, Chicago. Michigan, L. D. Bolton, 319 Hammond Building, Detroit. Pacific Coast, The Laugenour Co., San Francisco.

#### IS THERE ANYTHING IN A NAME?

Sometimes. Yes. That is the Case with the

# Reliance Motorcycle

Which Proved Its Right to Its Title in the F. A. M. National Endurance Run, in Which the Five RELIANCE Machines Secured SEVENTY-SEVEN PER CENT.

of the Possible Number of Points.

Not only that, but a misunderstanding of the rules caused us the loss of a much higher score with our Model E. It seems that this rider was held 45 minutes at the Coshocton control because our boys were out of gasoline; this delay was just sufficient to make him a few minutes over the limit time in arriving at Columbus. He was later told that had he secured the signature of a couple of people at Coshocton he would have been all right. The machine went on through the next day, and during the whole trip this machine was perfect in action, without a single repair or even a puncture. Besides, inability to secure lubricating oil the second day was answerable for the loss of two gold medals on our Model C, but this, of course, was "one of the fortunes of war."

For further particulars, and our catalogue, write to the

Reliance Motorcycle Co., Owego, N. Y.

# YOUR SAFETY IS ASSURED





If your machine, all things else being equal, is fitted with a Corbin Brake

Double the Braking Surface of any other model.

Our Brakes are built throughout for Motorcycle use.

We are Licensed Coaster **Brake Manufacturers** 

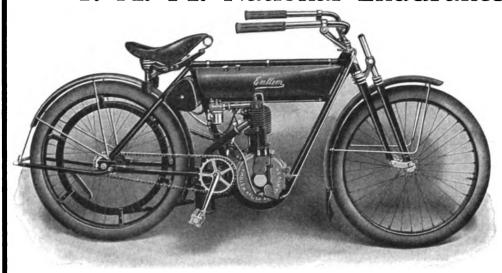
We make them at New Britain, Conn., and sell them everywhere

CORBIN SCREW CORPORATION, NEW BRITAIN, CONN.

# 29 DAYS A MOTORCYCLIST

EMBLEM RIDER MAKES GOOD IN

#### F. A. M. National Endurance Run



Mr. Heil secured a Perfect Score on a machine that had been finished only the Sunday before, and had not been tried out before. There's dependability for you.

The performance of the EMBLEM in this run proved conclusively that this machine has the strength to get there with the best of them. One of our Trade Riders had a Perfect Score, and the other lost only 15 points, because of his having to ride on a flat tire for several miles.

3½ H. P. \$175.00 4 H. P. \$200.00

Write for our catalogue and our Agency proposition

EMBL EM MANUFACTURING COMPANY.

ANGOLA, N. Y.



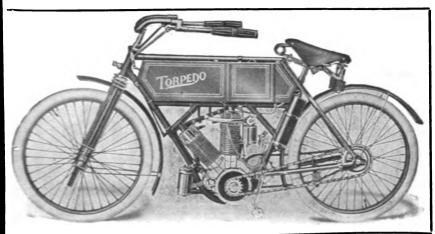
are made for Motorcycles and demanded by the wise rider. He is the man who knows the necessity of having a brake that can be depended upon. "THOR" Motorcycle Coaster Brakes are not experiments. The test of man and time has proven that it is the only Brake for a Motorcycle. Motorcycle dealers can get it in their equipment. Don't fail to demand it.

## AURORA AUTOMATIC MACHINERY CO.

THOR BUILDING, CHICAGO, ILL.

Licensed Coaster Brake Manufacturers

## MR. DEALER—something worth your knowing:



It is Easy Enough to get Perfect Scores and Large Percentages in Endurance Contests

All that is necessary is to enter a large number of machines, and they are a pretty poor lot if some of them do not pull through.

## But when only one Machine competes

and it finishes with a perfect score, it tells a story of confidence, quality and reliability that cannot fail to impress the thinking man.

This is the case with

The TORPEDO in the F. A. M. Endurance Contest. It Earned 100 per cent.

One started and it finished with a perfect score, although the rider, Mr. A. H. Peters, had been run into by another rider and was delayed by a broken saddle.

It is this sort of service which the TORPEDO is rendering day in and day out. If you are seeking genuine reliability, let us hear from you.

Have you read this Ad. carefully? If not, read it again.

THE HORNECKER MOTOR MFG. CO.,

:: :: GENESEO, ILL.

# **JONES**

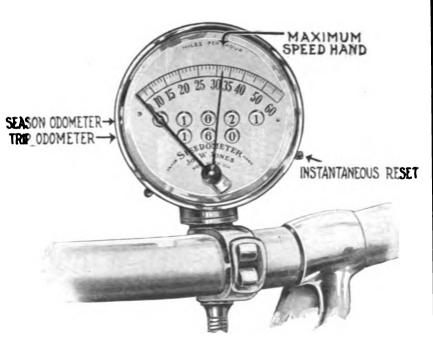
made the first motorcycle speedometer, years ago. He improved on

the original. Each succeeding year brought out something a little better than the previous one. You probably remember the old friction drive and some of the other earlier models. Compare the new Jones Model 32 that is illustrated herewith with any other speedometer on the market to-day. You will find it is just as far ahead of the field as it is ahead of the early models that Jones made. It takes experience to build speedometers. See that you get the

#### JONES SPEEDOMETER

## JONES SPEEDOMETER DEP'T, United Manufacturers, Inc.

Broadway and 76th St. NEW YORK



Moael 32, 60 Mile Scale, Maximum hand Price \$25

The Smallest, Lightest, Most Efficient Magneto Ever Made

IS THE

# HERZ-MAGNETO



Runs in Annular Ball Bearings.

Minimum Power Required.

No Attention.

No Lubrication.

It is winning many races and endurance tests

Write for Our New Catalog

HERZ & CO., ENGINEERS
295 Lafayette St., New York

# THE 1910 GREYHOUND

now on its final tests, has more than met the rigid requirements we have made of it.

It is a new motorcycle from the ground up, designed and built with the sole idea of presenting the machine that will make the selection of a 1910 mount a short and easy matter.

We have studied closely, and, we believe, intelligently, the development of motorcycle construction, and this model is our answer to all your questions as to what is best.

While performance is the first and great thing, we know that

DURABILITY
COMFORT
SIMPLICITY
CONVENIENCE
FINE LINES

all must have full consideration, and we are content to go after the business of 1910 with this machine, believing it to be the best expression now possible of what the riders want.

Information is as free as air at our house and we want to hear from every man who is or who may be interested in finding the best motorcycle to ride or to sell.

# **Greyhound Motor Works**

1459 Niagara Street, BUFFALO. N. Y.

=SALES AGENTS:=

METROPOLITAN DISTRICT: THE BROWN-DEWEY CO.,

1697 Broadway, - - - NEW YORK

CHICAGO DISTRICT:

WHIPPLE, "THE MOTORCYCLE MAN,"
260 West Jackson Boulevard, CHICAGO

# Wear Longest Easiest to Fix

Goodyear Moulded Clincher Motorcycle Tires SAVE THE USER MONEY Because They Wear Longest. Cost the Loast for Upkeep, and are Easily REPAIRED

You can travel further on a Goodyear than any tire.

We can furnish these tires in either single or double clinch.

# of the Toughest Fabric Known

Four Plies

Toughest Fabric Known

The wise motorcyclist who figures up the cost at the end of the season knows that the Goodyear is really the LOWEST PRICED tire on the market. It will outwear several pairs of the ordinary kind. Because the cover stock is of toughened rubber, the strongest made, especially treated, built for the extreme of wear, yet still retaining its resiliency. This is strengthened by the casing—moulded type—which has four plies of the strongest, toughest, most durable, most closely woven fabric, put into any motorcycle tire. This is the famous Sea Island which costs 55c a yard. We could use common muslin at 5½c a yard. But it requires 300 pounds to break Sea Island fabric while common muslin breaks at 40 to 60 pounds.



The construction of this Sea Island fabric is such that if a Goodyear Tire is cut or jagged by sharp stones, or other obstacles, it can be repaired easily. The fabric being so closely woven, it does not separate.

stones, or other terms are closely woven, it does not separate.

Goodyear Motorcycle Tires can be permanently repaired. Some motorcycle tires are "done for" just as soon as they are slightly damaged. The tube is of the same stock as we use in our famous Red Seal Automobile Tubes. Butt end or endless style.

We use nothing but the very finest new Pará, fresh from the trees, in Goodyear Tires. There are other grades that we could buy from 75 to 90 per cent less—but they would not do for Goodyear. Common muslin would answer its requirements just about as well.

With all their strength and durability, Goodyear Clincher Motorcycle Tires are the most resilient, easiest riding.

We can furnish them in either single or double clinch. Write for sample section.

Get our Special Agency Proposition

The Goodyear Tire & Rubber Co. Mott Street Akron, Ohio

Branches and Agencies:

Atlanta, 90 North
Pryor St.; Boston,
267 Dartmouth St.;
Chicago, 82-84 Michigan Are.; Buffalo, 719
Main St.; Cincinnati, 317
East 5th St.; Cleveland, 2005
Euclid Ave.; Denver, 28 West Colfax
Ave.; Detroit, 257 Jefferson Ave.

Los Angeles, 9,99-951 So. Main St.;
New York City, 64th
St. and Broadway;
Philadelphia, Broad
and Fairmount Aves.;
Plitsburg, 5988 Center Ave.;
San Francisco, 506 Golden Gate
Ave.; St. Louis, 393-37 Olive St.; Washington, 1096 Connecticut Ave.

Branches and Agencies:



PEER OF THEM THE FAMOUS

# **ENDURANCE MODEL**

For the 3d successive year gains 1,000 points and a

GOLD MEDAL

STARTED—FINISHED
Tire trouble alone put out the sixth.

Think of it! Not a trace of mechanical trouble of any kind on the entire trip. That same bull dog tenacity heretofore always found present in the N. S. U. Motors was again well evidenced. In connection with this smooth running and reliable motor, the perefut balanced frame and ease of control make the N. S. U. THE IDEAL MOTORCYCLE.



Eddie Lingenfelder and His "White Pet" N. S. U.

He fearlessly bumped over the dangerous Indianapolis Speedway and won the 10 mile pro. race. He entered the race and strapped himself fast to his machine, because he knew the sound N. S. U. to be dependable.

The perfect construction, the feeling of secureness and the wealth of power helped him to victory.

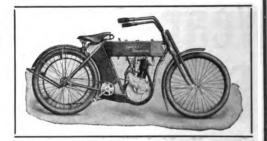
No lightened up special; just a plain stock N. S. U. motor did the trick.

Write to-day for Catalogue "M."

N. S. U. MOTOR COMPANY 3 206 West 76th Street **NEW YORK CITY** 

# Won Every Race

# WHICH MACHINE? HARLEY-DAVIDSON, OF COURSE



Consult the reading columns of this issue for the results of the Galesburg, Ill., Races. The Harley-Davidson captured every first and almost every second in six events. Note especially our showing in the private owner races. That's where speed and reliability count most; but then the

# HARLEY-DAVIDSON ALWAYS MAKES GOOD

Whether in Races, Endurance Runs (See 1907, 1908 and 1909 official returns), or in general road riding. Ask any Harley-Davidson rider what he thinks of his machine and then get in touch with the

# HARLEY-DAVIDSON MOTOR CO.

MILWAUKEE, WIS.

# A FEW WORDS OF APPRECIATION

From a Contented Rider and Agent Who Made a Perfect Score in the F. A. M. National Endurance Run

This is a Sample of Hundreds of Letters we receive from our Patrons Rochester, N. Y., Aug. 14, 1909.

Eclipse Machine Co.,

Elmira, N. Y.

Dear Sirs:

It is a great pleasure to go into an Endurance Contest and never have to worry about your coaster brake. I have sold about fifty of your brakes this summer, and I am glad to say that I have never had one complaint against them or any trouble in any way. I think they are the only perfect brakes for motorcycles.

Yours truly,

A. D. COOK.

They Tell a
Story of
Reliability
They
Prove
Our Brake
is Right

Eclipse Coaster Brake Users Always Get Perfect Satisfaction
We are Licensed Coaster Brake Manufacturers

ECLIPSE MACHINE CO.,

ELMIRA, N. Y.

IN THE F. A. M. ENDURANCE CONTEST, Cleveland to Indianapolis, August 10th and 11th

# K-5 Finished

4 Gold Medals (PERFECT) 5 Silver Medals

Again demonstrating R-S durability and Superiority. All of these machines were single cylinder models and with one exception all of them were equipped with 3 H. P. motors, the smallest single oylinder R-S motor made, making the performance a truly remarkable one, especially when compared with the competing high powered single and twin cylinder machines ridden by experts. Most of the R-S riders were novices.

With but one exception the number of R-5 Machines which finished was larger than that of any other make.

The R-5 mechanically operated Intake Valve Motor stands unsurpassed-get acquainted with the R-S family-single cylinder 3 and 4 H. P.-Twin cylinder 6 and 7 H. P.

WRITE FOR CATALOGUE AND RIDE AN R-S

Bingaman and Reading Standard Company, Reading, Pa. Water Streets

# Has Ridden Over 4,000 Miles on These Tires—Tread Not Worn

# See What a Perfect Tire This Is

A. L. Olds of Toledo, Ohio, writes this about his experience with Goodyear Tires:

"About two years ago I got a pair of your 2½ x 28 inch Motorcycle Tires for my demonstrating Wagner tandem, and I am pleased to say that these are still on the machine after covering 4,000 miles over all kinds of roads, with two persons the greater part of the time, and often a total weight of over 550 pounds.

"These tires are now in better shape than many which I have seen which have not been in use two weeks, and covered not to exceed 400 miles, with a single rider.

"The corrugations are not quite worn out of the middle of the tread, and there is not a cut, scratch or bruise in the casings, although I have run over newly crushed stone roads for miles, and have en-

countered all the usual objects in the city streets, such as broken glass, tin and cinders, but fortunately I have had no punctures.

# The Toughest, Yet the Easiest Riding

The Goodyear is really the lowest priced tire. It will outwear several pairs of ordinary tires, because the cover stock is made of toughened rubber, built for the extreme of wear, yet still retaining its resiliency. This is strengthened by the casing—moulded type—which has four plies of the most durable, most closely woven fabric known. This is the famous Sea Island fabric, which costs 55c. a yard. We could use common muslin at 5½c. a yard. But it requires 300 pounds to break this fabric, while common muslin breaks at 40 to 60 pounds. Hence it wouldn't do for

# GOODYEAR Moulded Clincher Motorcycle Thea

The construction of this Sea Island fabric is such that if a Goodyear Tire is cut or jagged by sharp stones or other obstacles it can be repaired easily. The fabric being so closely woven it does not separate. And Goodyear Motorcycle Tires can be permanently repaired.

The tube is of the same stock we use in our famous Red Seal Automobile Tubes. Butt end or endless type.

The only rubber used in Goodyear Tires is the finest of new Para. We could use cheaper grades that would cost but a fourth of what we pay. We could even use "reclaimed" rubber from the junk pile, that we could get for next to nothing. With all their strength and dutability Goodyear Clincher Motorcycle Tires are the most resilient, easiest riding. We can furnish them in either single or double clinch. Write for sample section. Get our special agency proposition.

# THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio

Branches: Atlanta. 90 North Pryor St.; Boston, 669 Boylston St.; Chicago, 82-84 Michigan Ave.; Buffalo, 719 Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; Cheveland, 2005 Euclid Ave.; Deuver, 28 W. Colfax Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad and Fairmount Aves.; Pittsburg, 5988 Center Ave.; San Francisco, 506 Golden Gate Ave.; St. Louis, 3935-37 Olive St.; Washington, 1026 Connecticut Ave.





The perfect ignition can only be obtained by the use of the plug that "Sparks in water"; it is the proof of infallibility.

Soot—carbon or any combination or fouling matter found in a gasoline engine has no effect whatsoever on Reliance Spark Plugs.

No cleaning necessary as the sparking point is so small that the spark is intensified to such a degree that all such matter around that point is destroyed.

Ask the man who uses Reliance Spark plugs what he thinks of them, then order from your dealer or send to us direct for booklet containing valuable information in regard direct for to ignition.

Made in Porcelain or Mica backs-all sizes.

## JEFFERY-DEWITT CO.

230 HIGH STREET.

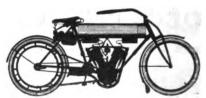
NEWARK, N. J.

8. & F. STEPHENSON, Agents for United Kingdom, 19 Canning Pl., Liverpool, Eng.
ARMAND FREY & CO.. Agents for Continental Europe,

Berlin, Germany.

The 1909 F.A.M. Endurance Run only verifies our claims for the CURTISS

One Curtiss Started One Perfect Score PERCENTAGE 100



Isn't this the greatest possible proof of their SUPERIORITY?

They have been consistent winners since 1903

2 Perfect Scores - - 1906 DIAMOND MEDAL - 1907 2 Perfect Scores - - 1908 PERFECT SCORE - 1909

We're now making a specialty of the Endurance Run Model

7 H. P. Double Cylinder, \$275.00 314 H. P. Single Cylinder, \$200.00

Place your order now for 10-day delivery

THE HERRING-CURTISS COMPANY, HAMMONDSPORT, N. Y.

Eastern Distributor: CURTISS MOTORCYCLE CO., 1208 Bedford Ave., Brooklyn, N.Y.

Pacific Coast Distributor: GEO. A. FAULKNER, 351 12th St., Oakland, Cal.

# Three Clean Sweeps

# Harley-Davidson

Galesburg, Illinois, August 30th. HARLEY DAVIDSON 1st in 7 races.

Wausau, Wisconsin, September 5th. HARLEY-DAVIDSON, 1st in 4 races.

La Salle, Illinois, September 6th. HARLEY-DAVIDSON, 1st in 5 races.

# Ride a Winner!

HARLEY-DAVIDSON MOTOR MILWAUKEE, WISCONSIN

# WHIPPLE The Motorcycle Man

The best in the world is none too good for our customers. Motorcycles and accessories at lowest prices. Pierce 4 cylinder, \$350: Indians, nine models, \$175 to \$325. Good second hand, all kinds, down to \$40. Send for our sundry catalog.

WHIPPLE THE MOTORCYCLE MAN
260 W. Jackson Blod., CHICAGO

NEW EDITION-JUST OUT

"Construction, Management and Care of Motorcycles"

Revised and Enlarged-60 Pages-25 CENTS

MOTORCYCLE PUB. CO., 299 Broadway, NEW YORK

# Only A Few Weeks More

and then we shall have something very interesting to announce regarding the

# Reliance 1910 Models

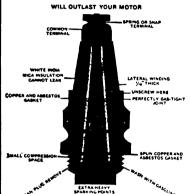
It will be worth your while to wait until you know what the New Reliance machine will be like.

Reliance Motorcycle Company OWEGO, N. Y.

Don't envy the man who has perfect ignition. Use a

# **SPLITDORF** Motorcycle

and have it yourself



And don't accept a "just as good." There is none.

> At all live Dealers or direct.

# **SPLITDORF**

Walton Ave. and 138th St. New York Branch, 1679 Broadway

CHICAGO 319 Michigan Ave.

SAN FRANCISCO 520 Van Nom Ave.

### MESINGER MOTORCYCLE **SADDLES**

That is why most of the Two, Three and Four Cylinder Machines are equipped with Mesinger Cavalry Type Motor Saddles. They have the Right Shape for Comfort and have Fibre Friction Shock Absorbers.

The Mesinger Cavalry Saddle is made like a horse ddle—it prevents you from slipping and avoids that crampish hold of the hands on the handle-bar.



home, The Mesinger saddle always satisfies. It is honest It is the result of many years' experience in the manufacture of motorcycle saddles.

H. & F. MESINGER MFG. COMPANY 1801-1803 First Avenue,

New York

# **Europe's Most** Successful Magneto Wins in America!

Efficient Magneto Ever Made.

The most perfect type of ignition obtainable. No starting device, timer, or coil required.

Generates a very hot spark and real arc flame.

A marvel of fine workmanship. All parts interchangeable.



"No doubt you will be pleased to learn that one of the machines driven by the winning Yale Team in the Chicago Motorcycle Club Endurance Run, July 9-10-11, was equipped with the Herz-Magneto. The battery box, magneto, carburetor, spark plugs and vibrator were sealed. The run was 600 miles and was made without a single adjustment, making a perfect team score, every seal being intact. This establishes a new record.

"THE CONSOLIDATED MANUFACTURING CO.,"
"A. B. COFFMAN, Sales Mgr."



# IT NEVER FAILS! IT NEVER FOULS!

WE GUARANTEE IT FULLY For One Year

# **HERZ-PLUG**

"BOUGIE MERCEDES"

Is proof against oil or soot; self-cleaning. Forms part of your motor, same as the pistons. Needs as the pistons. Nee never to be taken out.

Price, Standard, Moter-cycle or Magneto Types \$1.50 Postpaid Everywhere

ASBESTOS COPPER GASKETS Largest Stock in America, 600 sizes

HERZ & CO., Civil Engineers

Corner Lafayette and Houston Streets

PARIS

**NEW YORK** 

FREE—Our New Ignition Booklet is free. Write for it.



# Ride All Night If You Need To!



But see to it that your machine is fitted with the new SOLAR motorcycle lamp and generator. That is the one outfit that will make your night riding safe. Ask any rider who has one what he knows about the Solar. It's dollars to cents he can't be induced to use anything else. Do you feel the same way about your present equipment?

# THE BADGER BRASS MANUFACTURING CO.

TWO FACTORIES:
KENOSHA, WISCONSIN
437 ELEVENTH AVE., NEW YORK



# **MOTORCYCLES**

The Classy Proposition for Live Dealers

We have all kinds of Records for

# Tho Thor

But the Greatest of these are Stability and Satisfaction

Aurora Automatic Machinery Co. Thor building, :: chicago, ill.

# Yeeder

# Motorcycle Trip Cyclometers

Made specially for Motorcycles. Made larger and strongerto withstand the rough usage to which it is subjected to on the Motorcycle.

Fully Guaranteed.

Supplied for 26" or 28" wheels.



With the new adjustable bracket (which is regularly supplied) The Veeder Motorcycle Trip Cyclometer can be attached to all makes of Motorcycles.

Price \$3.00 complete with Motorcycle Striker.

THE VEEDER MFG. CO.,
42 Sargeant St., - Hartford, Conn.

Makers of Odometers, Cyclometers, Counters, Tachometers, Tachodometers and fine castings.

# NEW ERA AUTO-CYCLE

Two Speeds, Free Motor, Hand Cranked Motor



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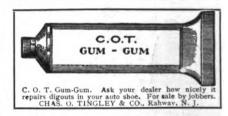
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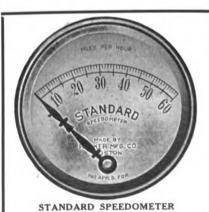
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# SIX-DAY RACE AT BRIGHTON A FAILURE

Petered Out After Eleven Hours of Riding-Rain "Queered" It

CALLED off on account of the untoward activity of Jupiter Pluvius, the absence of anything resembling a crowd of spectators, and a number of other unfortunate circumstances, the first "six day" motorcycle contest passed into history much sooner than its promoters had anticipated. It must be admitted, however, that almost all of the hopefulness which attached to the venture was enjoyed, previous to the start of the race, by those immediately identified with the herculean project. The Motorcycle Manufacturers' Association had emphatically declined to support the thing, and experts generally were of the opinion that its success was decidedly problematical. Those behind the affair did their level best to overcome the obstacles placed in their path, but they could hardly have been expected to accomplish the superhuman, and, accordingly, the word "failure" must be writ large upon the casket in which their ambitions lie buried, deep in the seashore sands at Brighton Beach.

The story of it all is easily told. Plans had been made upon an elaborate scale, and no expense had been spared. But, strange to say, the entries, of which scores had been expected, were not forthcoming. The decision of the manufacturers was, of course, largely responsible for this condition of affairs. Notwithstanding, the promoters proceeded with the task of securing a partially representative list and within twenty-four hours of the start had obtained the promises of nine teams, as follows:

New York Motorcycle Club—A. G. Chapple, W. T. Robinson and W. T. Wray. Harlem Motorcycle Club—L. H. Guterman, William L. Coursen and Fred Mercier. Concourse Motorcycle Club—L. Restreppo, J. Heichel and M. A. McClelland. Bedford Park Motorcycle Club—Al Canfield, Frank Aue and Arthur Lundburg. Brooklyn Team—Frank Erickson, Ben Ruderman and C. M. Sullivan. Italian Team—Harry Angelo, Frank Bruno and Angelo Cornono. South Brooklyn Team—I. H. Bennett, V. J. Lind and John Blades. Flatbush Team—Mack Christopher, R. Bennett and H. Fends. Troy Team—William Jordan, Ray Hunter and John Holmes.

Of these nine teams only five, the New York Club, Harlem Club, Bedford Park, Flatbush and Brooklyn teams lined up for the start one minute after midnight Monday morning. The Italian team had had its fill in practice, while the other trios failed entirely to materialize at the track.

The conditions were far from ideal, from the standpoint of either rider or spectator. True, the track was in fairly good condition, the weather was clear, but, as might have been expected at this time of the year, a breeze that was altogether too cold for comfort swept from the ocean across the course Accordingly, less than five hundred people were present at the start, and they tried to make up in enthusiasm what they lacked in numbers.

The track was practically in darkness until 11 o'clock. Before that hour several of the riders made practice spins around

the course. Chapple, of the New York Motor Club, while tuning up his machine, skidded on the asphalt on the upper turn and was thrown on some soft sand inside the track. He was taken to the hospital tent and attended by Dr. Griffith, head of the surgical corps. He escaped with a few cuts and a bad shaking up. It was announced that Chapple had made an unofficial circuit of the mile course in fifty-four seconds, before the mishap.

There was a great contrast between the scenes preceding the start of this race and those which usher in the long grinds on bicycles yearly at Madison Square Garden. Instead of the smoke-filled arena, with incandescent bulbs striving valiantly to shed their light through the murky atmosphere, the moon beamed softly through fleecy clouds, and; added to a battery of calcium lights, made a striking outdoor spectacle.

There was little of the hurrah, however, that has been seen at similar events. The seaside resort looked extremely lone-some, with its attractions closed for the season, and few persons took the journey down to watch the sputtering machines begin their long journey, and as the hour approached for them to get under way a band brayed blatantly to a cheerless background of empty seats.

The New York Club, with Chapple doing the riding, led at the end of the first hour. Chapple had covered twenty-nine and one-half miles in the first half hour, and fifty-three and one-half miles for the hour. The Harlem Club was then a half mile behind. The Harlem boys, however, soon secured the lead, and held it until the first recess, at six o'clock in the morning. At this stage of the race, the Brooklyn team having quit, the score stood: Harlem Club, 309 miles; New York Club, 307 miles. This was certainly "some riding." The Bedford Park and the Flatbush teams were still plugging away, doing good work, particularly the former.

When the four teams were re-started at 8 o'clock, after a two-hours' rest, Guterman sustained a fall and the Harlem organization lost the lead. The uptown boys were then informed that the New York Club intended only to stav in for twenty-four hours, in order to establish a record for that period, and then quit.

So they continued all the morning until only Chapple, of the New York Club, and Guterman, of the Harlem Club, remained on the track. The Flatbush boys had stopped riding at 290 miles, while the Brooklyn riders had continued until they had reached the 514th mile-post, when they also retired.

By this time it was raining, and at 1.50 p. m., the downpour having rendered the track all but unridable. a postponement until 5 o'clock was agreed upon. Up to that time. a little more than eleven hours and a half, the New York team had ridden 590 miles and the Harlem club boys 580. The race was not started again at five, as it was still raining, and the spectators were so few and far between that it would not have been worth while.



Charles Spencer (to the left), and Charles Gustafson, Jr., on their Indians. Standing (from left to right), Robert Johnson, Carl Nodig and Charles Gustafson, Sr., who took care of the machines.

# Ride More Than 1000 Miles in 24 Hours.

A FTER having for several months occupied places in close proximity to the greater satellites in motorcycle racing, Charles Spencer and Charles Gustafson, both Springfield boys, have just succeeded in drawing upon themselves the attention of the entire fraternity of speed enthusiasts. "Dark horses' in every sense of the phrase, but trained to the dot, and filled with the confidence that is born of the knowledge of having fast machines and every other possible facility for "making good," these two riders have simply made mince-meat of the twenty-four hour record, previously 775 miles and 1340 yards, reeled off last May by H. A. Collier, on the Cannington track in England. Not satisfied with having bettered the Englishman's figures, the two Bay State riders added no less than 315 and 268 miles respectively to the old record. Spencer covered just 1080 miles, 190 yards, while Gustafson, but slightly his inferior in speed and endurance, stuck to the fast Springfield board track until he had negotiated nearly 1044 miles. These two wonderfully successful trials were made simultaneously, the riders having been started at quarter past four Friday afternoon, October 1, mounted on 5 h. Indians, each one of the contestants, in accordance with the provisions of the new F. A. M. competition rules, using the same machine from the start to the remarkable conclusion of their gruelling

The steady, twice-around-the-clock grind between the two rivals for popular favor and the distinction of travelling the greatest distance ever ridden on a motorcycle in a single day, proved both extraordinary and, on the other hand, just the reverse of that. There was absolutely nothing remarkable or

awe-inspiring in the spectacle of their long, monotonous journey around the smooth circle of boards called the Springfield Stadium, and it was only the thought that these tireless youths were doing this continuously, hour after hour, throughout an entire day and, again, from darkness to dawn, that enabled the casual spectator to appreciate the significance of it all. Then the dual grind, at a rate which during the entire period of twenty-four hours averaged from thirty-five to more than fifty-five miles an hour, assumed gigantic proportions, and was understood in its true light as a feat deserving of the notice and the world-wide admiration of men who comprehend the real meaning of sustained speed.

Gustafson and Spencer started off at a lively pace, although they did not expect to make a race of the first twelve hours' riding, being contented with keeping together and reeling off a mile in a little over a minute. The first ten miles were covered in 10:18, the first twenty-five miles in 26:25; fifty miles in 53:20, and in the even hour they covered fifty-seven miles.

At the end of his 140th mile Spencer stopped for gasolene and at the end of the 144th mile his chain broke. At the end of the 222d mile he stopped for gasolene again. During the same period Gustafson had to stop for gasolene and a broken chain also. At the same time a loose valve stem was discovered in his rear tire. At the end of his 222d mile Spencer was four miles ahead of Gustafson. Then his chain broke again and so jammed the mud guard into the rear forks that some time was taken for repairs, during which time Gustafson gained thirteen miles.

When Spencer remounted his wheel the prettiest part of the

race began. Spencer set out to make up his lost time. Lying close to his frame and opening up his engine, he tore around the circle at a furious pace, passing Gustafson, who was riding at a uniform gait, on Spencer's 235th mile and Gustafson's 247th mile. Spencer's 300 miles were covered in 6 hours 7 minutes 41 seconds; Gustafson's in 5 hours 58 minutes and 55 seconds.

Until about two or three o'clock in the morning the riders were very comfortable, the only disagreeable feature being stiffness in their necks. When the chill damp of the early morning began to make itself felt, they suffered considerably. Short rests were taken and the men were rubbed down and givn a sparing amount of refreshment, neither being particular about eating anything. In fact, Spencer did not eat until he had ridden 12 hours, which was at 4.15 o'clock in the morning, when he took a rest of 31 minutes. At 8 o'clock he took another rest of 15 minutes and ate some toast and eggs. Spencer gained his lead during the time that Gustafson was off the track because of a broken chain, which trouble he experienced several times during the early hours of the morning. Occasionally Spencer would be seen to lie upon the bar of his machine, part the wind and flash past Gustafson at a sixty-mile gait, holding this speed for a lap and then reducing it until he was the usual half-a-wheel distance in the rear, thus letting Gustafson break the wind for him. Gustafson stood it for a while and then tried it himself. He did pass Spencer once or twice, but Spencer, always ready to ride the limit, held the ambitious Swede in subjection,

As the men reeled around the track during the last two hours, it was seen that Gustafson was more fatigued than Spencer, who is older and stronger physically than the Swede, and when Gustafson had gone 973 miles, his attendants thought he had better come off the track, but he refused, saying that he wanted to make at least 1.000 miles.

At Spencer's 1086th mile, with only three minutes to go, both men were seen to change from their half-sitting posture to a reclining position along the bar, and the spectators knew what was coming. Both men hit the high speed mark, and twice they passed the tape rim to rim. When at last the grind was over and the pistol brought the men off the track. Spencer left his wheel considerably stronger than was expected, but poor Gus was so sleepy that it took his best efforts to keep his eyes open. The tables printed below tell the story story as graphically as it can be told by figures.

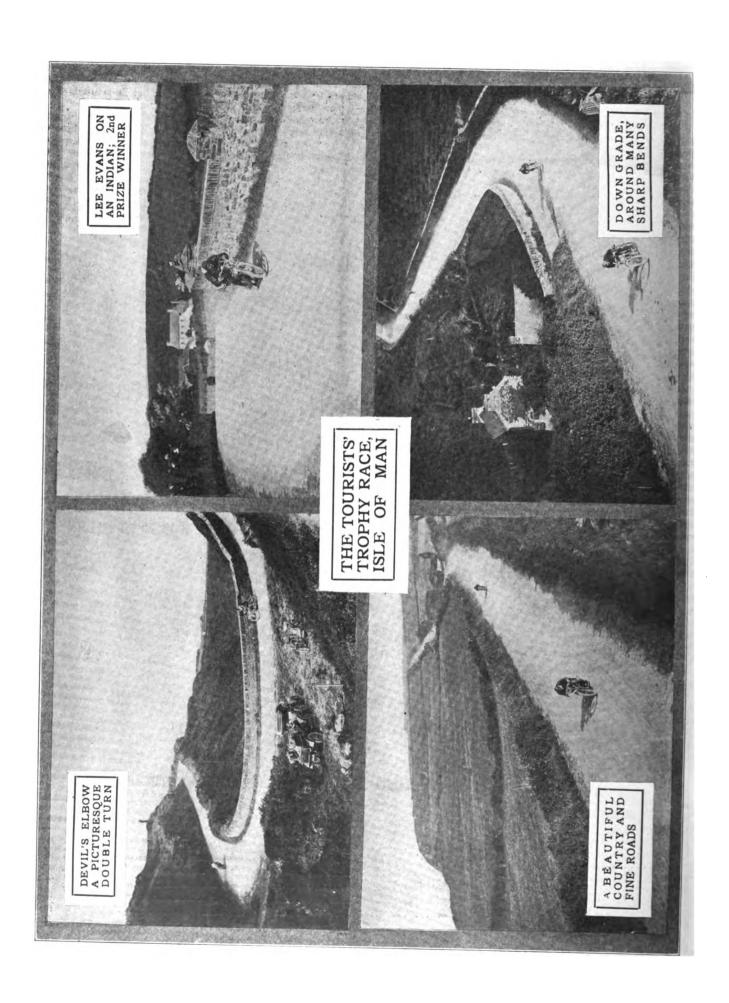
**36.** 36.

A MONG our subscribers in the Philippine Islands is Iram P. Short, of Albay, in the Albay Province, who in renewing his subscription writes: "We shall soon have a first-class motorcycle road in this Province, in the shape of a triangle, 70 miles around, encircling the foot of Mount Mayon, one of the live volcanoes of the Philippines. We have only about forty Americans here in this place and six motorcycles, though we expect soon to have ten or twelve."

ONE of the live wire dealers in the Buckeye State is D. K. De Long, who handles the Indian in Chillicothe, Ohio. De Long has managed three successful race meets this summer, at the last of which 7,000 spectators were present.

# SPENCER-GUSTAFSON TWENTY-FOUR HOUR RECORDS

RECORD DISTANCES RIDDEN BY THE HOUR						EACH HUNDRED MILES		
Hrs.	Distance.	Rider.	Hrs.	Distance.	Rider.	Miles.	Time.	Rider.
1	56 m. 587 yds.	Spencer	13	585 m.	Spencer	100	1.44:59	. Spencer
2	114 m.	Spencer	14	641 m. 587 yds.	Spencer		3.55:20	
3	145 m.	Spencer	15	677 m. 587 yds.	Spencer		5.48:55	
4	204 m. 587 yds.	Spencer	16	730 m.	Spencer		8.12:31	
5	<b>246</b> m. 1,174 yds.	Gustafson	17	767 m. 587 yds.	Spencer		10.22:36	
6	300 m. 1,174 yds.	Gustafson	18	812 m. 587 yds.	Spencer		13.15:16	
7	333 m. 1,174 yds.	Gustafson	19	862 m. 587 yds.	Spencer	1 -	15.25:26	-
8	388 m. 1,174 yds.	Gustafson	20	911 m.	Spencer		17.37:31	
9	441 m.	Gustafson	21	945 m. 587 yds.	Spencer	1 -	19.46:00	-
0	482 m.	Spencer	22	986 m. 1,174 yds.	Spencer	1 7	22.20:59	-
1 12	512 m. 559 m. 587 yds.	Spencer Spencer		1,035 m. 1,174 yds. 1,089 m. 199 yds.	Spencer Spencer	1	24.00:00	
				MILES PER F	-			
Hrs.	Miles.	Laps.	Hrs.	Miles.	Laps.	Hrs.	Miles.	Lap
	56 57			<b>52</b>		1 -	37·····	
	31			30		1	50	
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-	54			56		1	4I	
7		o	15	36	0		49	



# American Machine Second in English T. T. Race

By B. H. Davies.

THE English cracks were all in a terrible funk over the three Indian machines entered for their annual road race on the Isle of Man, and Wells, the Hendee Company's representative in Great Britain, must be adjudged unlucky not to have lifted the trophy. The race is run annually, the Isle of Man being a small island some sixty miles in circumference. and governed by a handy little senate of its own, which can close roads for motor racing without any of the cumbrous officialdom necessitated by the political machinery of a continent. The course consists of a fifteen mile lap, which is covered ten times straight off the reel, totaling about 158 miles. It is triangular in shape, and full of corners, one of which is a V, necessitating a slow down to about ten miles an hour, while others can by constant practice be rounded at speeds up to 25 miles per hour, though not without risk. A long, steep ascent is included, with many bends, which restricts the gears to touring ratios; and there are also several long down slopes. on which the pace rises to 70 or 80 miles an hour.

All sorts of methods have been tried to facilitate the racing of single and twin cylinder machines together in a single class. In previous years the handicap has consisted of a limited fuel allowance, under which the twins were deprived of any chance of victory. This year the gasoline limit was removed, and cylinder capacity was substituted, singles being granted a maximum of 500 cubic centimetres, and twins 750 cubic centimetres, in view of their extra weight and friction. This dodge came near putting the two brands of machine on an equality, and if the fastest single, a Triumph, ridden by Jack Marshall, had managed to finish, he might even have won; as it was, he stripped his timing gear in the eighth round, and the next fastest, another Triumph, ridden by Newsome, was beaten 18 minutes by the ultimate winner.

The Indians were unlucky from the outset. Wells had injured his groin over a bad bump in practice, and retired after covering one lap. Fletcher was entered to ride a 4 single cylinder of the same make, but had no time to get it really on the hop, and decided to substitute Wells' old 5 roadster twin, which has often done a mile a minute on Brookland's. This machine, not being his original entry, was objected to by other riders, and so he had to stand down, leaving G. Lee Evans on a 5 twin, to represent the United States. Marshall's single cylinder Triumph, Stanley's ditto Premier, and the two Colliers on 6 Jap twins, were regarded as his most dangerous opponents. The last two enjoyed the advantage of being veterans on the track, whereas Evans is a novice at racing corner work. We all knew that if rain fell. Evans would be a dead sure winner, as he would be saved the transmission stoppages which others could not escape; but it fell out that there had been no rain in the island for a week previously, and the roads were dry and hard. The opening laps amply proved that Evans had easily got the fastest jigger in the race.

HARRY CUNNINGHAM, of Beaumont, Tex., on October 3, established a record for continuous road riding, by covering 560 miles in twenty-one and a half hours, or at an average rate of twenty-six miles an hour. Cunningham rode a 4 Harley-Davidson. Beginning at 6 o'clock at night, Mr. Cunningham rode continuously until 3:30 o'clock Sunday afternoon, when he blew out a tire near Nederland. During this time he made twenty-six and two-third trips between Beaumont and Port Arthur, a total of 560 miles. Mr. Cunningham was timed throughout by men stationed at Beaumont and Port Arthur, and along the road. At no time during the 21 hours did he stop longer than two minutes. He had his gasoline tank refilled without leaving the saddle, and during the ride ate only one sandwich.

He was very cautious at all the sharp corners. He regularly rounded a certain crucial bend at about twelve miles an hour, whereas Collier was hurtling round with terrible swerves and rockings at from twenty-five to thirty miles an hour. Still, Evans was forty seconds faster than any one else on the first lap, and, starting seventh, had pulled up to second place in fifteen miles when the road was crowded with over fifty riders. On the second round he had increased his vantage to fifty-eight minutes, and on the long downhill swoop he was certainly traveling a lot faster than Collier, as also on the one steep hill in the course. He was picking up about two minutes per round upon Collier in his straightaway work, and losing most of it at the corners. After five laps Evans was 115 seconds ahead of H. A. Collier, and still going great guns.

By this time twenty of the original fifty-five starters had dropped out, and the going was much clearer. Simultaneously, Evans commenced to slow down the merest trifle, and Collier to travel faster. Excluding stoppages for replenishing tanks, both men were averaging about 50 miles an hour, a marvelous speed for such an awkward and dangerous road. After five laps Evans stopped to fill his tanks, and wasted a couple of minutes at least, both by taking things in a very leisurely fashion, and also by electing to stop at a depot on the straight part of the road, instead of imitating Collier and keeping his supplies at the V bend near Kirk Michael, where a slowing down was unavoidable on each round.

Taking the road again, Evans continued to reel off each lap at a slower pace than formerly, whereas H. A. Collier had snatched a nice lead by doing the sixth lap in 18 mins. 9 secs., beating all records for the course. From thence to the finish Collier always had a bit in hand, and finally was returned winner at an average speed of 50.2 miles per hour, net time, beating the flying Indian by 3 mins. 57 secs. Had the jockeys been swooped, the Indian would certainly have won, and in any case the Indian made pretty good, as it has been doing all year. It beat 53 out of 54 rivals into smithereens, and those 53 represent the cream of British racing machines and crack riders. Some rival makes were repesented by as many as sixteen entrants, but even thus they failed to hold their own. When Marshall cracked up, he had a minute's lead of Evans with his 31/2' Triumph, and next year when Wells has got an Indian single nicely tuned up, it will be interesting to see if it in its turn can lick the British cracks. Neither Evans nor Collier had any involuntary stops in the course of

Wells opened his new Indian depot in Great Portland street, London, with a press banquet on October 14. He and Evans have been working Indian interests all season, with only two machines, which they have had to use both for track and road work, and they have won everything they have gone for. No doubt other American machines will be thinking of sampling the British market next year, for Wells has made real good.

THE fall meeting of the Eastern District of the F. A. M. will be held Saturday, October 16, in the rooms of the Springfield Club, 17 Dwight street, Springfield, Mass. The meeting will be called to order at 10.30 a. m., and will elect 2 district secretary and treasurer. On the same day, the one and five-mile District championship will be decided at the Stadium.

Up to date, C. C. Wilber, vice-president of the District, has appointed the following State Commissioners: Maine, E. M. Estabrook, 76 Lincoln street, Bangor; New Hampshire, Harry C. Dean, Keene: Massachusetts, W. F. Mann, 1,000 Boylston street, Boston; Connecticut, George W. Baker, Box 983, Hartford; New Jersey, A. J. Sicard, Central avenue and 1st street, Hackensack; Pennsylvania, A. G. Schmidt, 47 Kittanning Pike, Sharpsburgh.



THOUGH these enthusisasts had no opportunity to make good, they were nevertheless decidedly "on the job" as couriers for the New York to Albany Airship race. Reading from left to right, the picture shows Earle L. Ovington, Captain Baldwin, the aeronaut, T. K. Hastings, Harold Fletcher, J.

Buckingham and Stanley Kellogg. The airship racers never reached Albany, though had they done so, the task of obtaining the news and photographs of their feat would have fallen upon the above "benzine-buggy" cracks. We are indebted for the photograph to Mr. Hastings.

## GOERKE THE STAR OF NEW JERSEY CLUBS' MEET AT OLYMPIC PARK.

WITNESSED by almost five thousand spectators, the Fall Meet conducted by the New Jersey Club, at Olympic Park, Newark, Sunday, the 10th inst., was featured by Goerke capturing four events, and by his breaking the track record twice in one afternoon. Except for several annoying starting delays and some ill-advised handicapping, the meet was cleverly conducted by the Newark aggregation. The club has done so well this year that, having gained much experience in the art of managing motorcycle races, its officers may be expected to provide a series of banner events next season.

The four events in which Goerke defeated all of his competitors were the five-mile handicap, the Miss and Out, and the seven and ten-mile handicaps. The Indian rider first broke the previous track record in the seven-mile event, when he averaged 1.15 per mile. Subsequently, in the ten-mile handicap, he bettered this by one second, covering the distance in 12.24, or at an average speed of 1:14. The best previous time was 1.19½, made by Goerke a month ago. In a two-mile match race Goerke was beaten by A. G. Chapple, of New York, by five yards.

Howard O'Brien also did some fine driving. With a 4 h. Indian, O'Brien took the three-mile open and the three-mile scratch, for club members only. The summaries:

Three-mile open—Won by Howard O'Brien (Indian); second, A. C. Mercer (Indian); third, William James (Indian). Time, 4:11.

Five-mile handicap (48:50)—Won by Walter Goerke (Indian); second, Percy Drummond (Indian); third, Howard O'Brien (Indian). Time, 6:13\%.

Miss-and-out (48:50)—Won by Walter Goerke (Indian); second, William H. Wray (Indian); third, A. G. Chapple (Indian). Time, 4:331/5.

Match race (one mile)—Won by K. Moore (Excelsior). Time, 1:421/5.

Seven-mile handicap (48:50)—Won by Walter Goerke, scratch (Indian); second, W. H. Wray (Indian); third, Howard O'Brien (Indian). Time, 8:46.

Three-mile scratch (30:59)—Won by Howard O'Brien (Indian); second, H. C. Malcolm (Indian). Time, 4:15\%.
Ten-mile handicap (48:50)—Won by Walter Goerke (In-

Ten-mile handicap (48:50)—Won by Walter Goerke (Indian); second, Howard O'Brien (Indian); third, W. H. Wray (Indian). Time, 12:24%.

Five-mile scratch (48:50)—Won by Percy Drummond (Indian); second, George Riechey (Indian). Time, 7:242/5.

Two-mile match race—Won by A. G. Chapple (Indian); second, Walter Goerke (Indian). Time, 2:383/5. The distance of this event was four laps, or two miles.

G. H. HAMILTON, of Indianapolis, reports the following: "In checking over the endurance entries I find that F. E. Wilkinson, of Providence, R. I., entered as a private owner; but in tabulating the list he was classified as a trade rider. I simply give you this information previous to the time the medals are given out so that you may be posted, and also to avoid placing Mr. Wilkinson in a false position."

THE Stadium at Springfield has been carefully measured by a competent engineer and surveyor connected with the engineering department of the city of Springfield, who certifies that it is 1767 feet, 8 inches in circumference, measured 18 inches from the pole, which makes three laps exactly 23 feet over the mile.

ONE of the most delightful trips over Jersey roads is a tour of the Orange Mountains, the route lying from Newark down Elizabeth avenue to Elizabeth, thence by way of Morris avenue to Millburn and the top of the mountains. The route then leads to Eagle Rock, where an excellent view of the city and surrounding towns can be had, and then home by way of Orange. The round trip is about fifty miles, and the roads are in excellent condition.

BALLSTON SPA, N. Y.—A. M. Garrison, proprietor of the Gilt Edge meat market, has purchased a four cylinder Pierce, which is giving very satisfactory service; in fact, it has already become quite indispensable.

# TIPS AND TOPICS

THE question of offsetting in twin cylinders has long been discussed in automobile circles, and many designers are embodying the offset cylinder theory in practical construction. They all claim that there is a noticeable increase of power, though critics declare that the gains are very slight. However, the chief advantage to be claimed for this form of construction is that for a given length of connecting rod, the side thrust of the piston against the cylinder wall during the power stroke can be minimized. Again, where an engine must be designed with a minimum over-all height, it is possible to use a much shorter connecting rod for the same stroke length, without in any way increasing the maximum piston side pressure, if offsetting is used in the construction. Therefore, whatever is saved in side pressure of the piston against the cylinder walls can be added to the effort along the connecting rod, which adds to the power stroke. This form of construction has been followed in automobile practice both at home and abroad. I have seen it employed in two well-known types of automobile watercooled four-cylinder engines and in one opposed twocylinder air-cooled engine. To my knowledge there is only at present one motorcycle with twin cylinders which are on the offset principle, this being the British Premier, which is a new arrival upon the market. In any event, it seems obvious that, in a twin cylinder motorcycle, by offsetting, it would be possible to construct the engine so that the rear cylinder would present a far greater cooling surface to the air than in its present sheltered position.

Some More Carbureter "Talk-Fest."—I have been two-

Some More Carbureter "Talk-Fest."—I have been two-speeding on a well-known brand of machine which needs no advertisement from my humble pen, as it were. This luxurious mount was fitted with a free engine and two-speed gear, which acted like a charm. However, who no has a toy like this, I find that it is impossible to prevent oneself "playing at automobiles," that is, allowing the engine to run free while standing still for a short while and lifting the exhaust valve to act as a governor for the engine speed. On one such occasion as this I noticed that when playing this game the gasoline had a trick of overflowing from the top of the float chamber when the needle protruded. I have manufactured a small dampercap for this and it has met with great success, as it prevents the needle joggling up too far, thus causing a waste of gasoline.

From the number of carbureter inquiries which have come to us lately. I can see that, as a rule, the fault lies in the needle valve. Why not employ hard nickel or German silver—this would be "grindable" yet would prob-

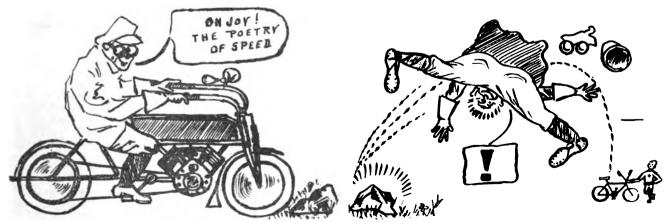
ably never require the application of such a tedious operation. I also find that with many makes of carbureters, the game is not how to take them off the machine, but how to replace them. The springs of the inlet pipes and carbureter outlet invariably get out of register, so that it is a temper-trying job to get the union nut started on the right thread, and often one wastes much time attempting this simple form of assembly. If you take the first thread off each union the job is simple, as the nuts enter on the right thread immediately.

With a twin, it is a good idea to put an extra air collar on the main outlet pipe of the carbureter where the pipe branches to the two inlet pipes to the engine. Few twin cylinders obtain enough air at high speeds, and the speed can be increased if the adjusting collar is made so that it will not jolt loose and utterly spoil the mixture. A slot can easily be cut in the pipe and a collar put over this, fastening the same with a thumb-screw or butterfly nut. This must be closed for starting purposes, but for speed work the required adjustment can be found, and set securely with the nut. Of course, when the machine slows on a hill, it is better to close this extra air hole. as the machine will take a steady pull better without it. Another method is to fit two small spring oil caps near the inlet valve on each inlet pipe and open these when occasion requires, but, of course, a finer adjustment can be procured by employing the former method. In the fall it will be found that very little extra air will be required except on very favorable days.

Valve Topics.—We had a puzzling case in our "stable"

Valve Topics.—We had a puzzling case in our "stable" the other day, after coming home from a long run. One of our little crowd was mounted upon a twin cylinder of reputable make. During the last 20 miles of the run the power had fallen off noticeably. We held an inquest over the jigger, but one brother (blessed be his name), suggested that we should have a sweepstake and draw lots, each to hove one shot at diagnosing the trouble. Luckily, I was last to try and I made a wild shot at the tension of all the valve springs and shipped four bright and healthy ones from the kit of spares. The effect was magical. The machine fairly romped up and down the street and I was returned the winner of five merry "iron men"—all by a fluke, for nobody was more surprised than myself at the lucky guess.

That Two-Cycle Discussion.—My merry confreres seem to have overlooked the true reason why the two-cycle type of engine has been successfully adopted in motor-boat construction. Perhaps it may be old news, but any-how I give it publicity. A high-speed engine is not effec-



REALIZING THE UNEXPECTED—A STORY WITHOUT WORDS.

tive for the purpose of driving a propeller. The twocycle engine has been largely used because of its extreme adaptability to slow-running conditions. It may seem paradoxical to say so, but if one looks at the revolution per minute, not the number of explosions, it will be seen that the two-cycle engine can be more effectively run at slow speeds than any four-cycle, unless a large number of cylinders is employed. What is obviously required in two-stroke engines is one giving a perfect power impulse every half-revolution. Again, as has been shown, the mixture must not be taken into the crank case and thus mixed with dirty oil; this has been the greatest fault in most types now on the market. Moreover, when the gas is admitted into the crankchamber, any shake or wear in the bearings means leakage of compression and, unfortunately, most bearings have an evil trick of wearing in time. Besides we have the possibility of such leakage spoiling the mixture, which is a point not hitherto raised. Again, how about the level of oil? I question whether a varying level of oil would not affect the constant quantity of gas. Obviously, where an engine of perfect design on the two-cycle principle would score would be in the matter of extreme flexibility, whereas the constant thrust would keep the parts in inseparable contact with each other. Careful balance of reciprocating weights and cylinder pressures would be absolutely necessary to attain this desirable end at all engine-speeds.

To maintain the parts under constant load at all speeds the load on the piston would always have to be greater than the load due to the inertia of the piston even when the engine is not firing. The manufacturers of the British Scott engine, which has been dealt with in your columns, claim to have overcome this. First, then, it must be understood that the cylinder pressure (due to compression of the charge) is required only to keep the piston under load at the end of the upward and during the beginning of the downward stroke; the load due to the resistance to retardation of the reciprocating weights is sufficiently great to maintain the thrust on the crankpin, although for nearly a quarter of a revolution the piston is under atmospheric pressure only. The Scott Engineering Company goes on to prove this by figures; but it is practical proof which is required in a matter such as this, and that proof

SOME makers are careless in proportioning the diameter of valve stems and the bore of valve guides properly, so that whenever the engine gets thoroughly hot, the valve sticks a trifle in its guide. This accounts for some of those sudden stops we experience at times towards the top of a trying grade. The valve must run quite freely in its guide, and new valves often require a little thinning down. The spare valves should always be well tested for length and fit before an important run.

Burred cotters are a fruitful source of delay on the road in valve repairs; the constant pressure of the spring on a soft cotter widens it out, and when the valve breaks or pits, the cotter is firmly jammed in its slot. I often reharden my cotters, especially for endurance runs.

If broken valves become a common complaint with any machine, and the springs used are not unusually strong, it will pay to get a set of valves specially turned by a first-rate engineer. I can remember breaking three valves in a single day's run over very hilly country, just because I had screwed down my adjustable pulley to give me a low gear for the hills, and the valves were too light to stand the extra heat.

F. MERIWETHER, who is nearing the end of his 6,000-mile trans-continental journey from San Francisco to New York, by way of El Paso, San Antonio and New Orleans, is now in Reading, Pa., spending a few days at the factory of the Reading Standard Company, makers of the machine which Mr. Meriwether is riding. From Reading, Meriwether will cut directly across the States of Pennsyl-

will have to take the form of scores in hill climbs and long reliability trials, not to mention a low cost of upkeep, to compare favorably with any four-cycle engine.

What to Do in Case of Fire .-- I was out with a friend the other day and we came in for some excitement in the way of a fire. During the ride the union nut fastening the muffler to the exhaust pipe came adrift and the machine started to "spit" through the slack portion. My friend is a remarkably careless rider and thus it happened that, at the same time the exhaust pipe got adrift, the float chamber of the carbureter was also leaking, and some gasolene must have dripped out upon the loose union, for the carbureter suddenly started a "serious conflagration" as the daily papers say. The rider immediately laid the machine on its side, turned off the gasolene supply and put the fire out with his coat by smothering it. I have had this happen myself on a machine which had a carbureter placed in a low position. I can remember it once occurred outside a church on a Sunday evening just when the congregation were being dismissed from their devotions. guess the incident was pointed out by the good people as a sign or prophecy of my future destination as a punishment for Sunday riding. Anyhow, the pained looks which I received gave me a bad misfire in my conscience for quite ten minutes.

Another veteran.-I recently had a visit from a patriarch of the sport who would make even the "nomad" jealous of his grey hairs. This is a British visitor to our country, Mr. S. F. Edge. It may doubtless be remembered that Mr. Edge won the Gordon-Bennett Cup in the race from Paris to Vienna some years ago, driving the Napier car, which is so popular abroad. Like most successful car drivers Mr. Edge graduated from the schools of cycle racing and motorcycling. He was one of the earliest exponents of the De Dion motortricycle in England, and was successful in winning many races thereon. Napier, the designer of the car bearing his name, was also a roadracing man in cycling days and thus became associated with Edge, who has so successfully exploited the former's automobiles. Mr. Edge often officiates at motorcycling contests on the other side. He is visiting the United States to study our manufacturing conditions, and was much interested in the account I gave him of our growing numbers.

The worst place to carry a spare valve is in the toolbag. It does not matter how you wrap it up in rag, it will crawl out and excoriate its faces against your files and spanners, and when you badly want it, you'll find it scraped and chunky about the jaw. I always strap a tiny pedal cycle toolbag to my handlebar, and reserve it for extra valves, wound in soft rag, and tied together in a bundle.

A broken valve lifter is a tough proposition to face in one's salad days, especially if the cylinder has no petcock whereby compression may be released for starting purposes. I once smashed a patent metal rod lifter to smithereens by a sideslip in the middle of my holiday tour. I was up on the mountains, miles from a repair shop, and for the rest of that day I got going by putting a copper coin between valve and tappet and knocking it out with a wrench when I got on the run. Finally I came to a forge, where I drilled a hole in a coin, and attached it by a bit of twine to the cylinder. I got through the rest of that trip as jolly as a sand-boy, and ever since I have fitted a flexible wire valve lifter, and carry a pocket solderer's kit with which to mend the wire when it breaks.

vania and New Jersey, reaching Manhattan, his final destination, some time next week.

The story of Meriwether's remarkable achievement is now in course of preparation by the rider himself. It will be published in serial form in MOTORCYCLE ILLUSTRATED, beginning with one of the November numbers. We are able to assure our subscribers that it will make interesting reading.

# MOTORCYCLE ILLUSTRATED

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CIRCULATION THIS ISSUE
BONA FIDE
SOLD: NOT SAMPLES

NOVEMBER 1st

This Issue will Contain a Review of Motorcycling in the South

NOVEMBER 15th

Will Contain a Complete Story of the Atlanta Show

### A POPE MEMORIAL.

THERE is going to be a Pope Memorial, a permanent monument to the late Albert A. Pope. That is, there will be a memorial to "The Colonel" if we all do our duty, if we will give sentiment and generosity a chance and, for the moment, put aside self and greed.

Here we had a great man, a man who was assuredly a genius, a man who, in his own particular field, ranks with the best of them. 'Tis true that he was merely a commercial man; but genius also has a place in the markets; in fact, business nowadays absorbs about all the genius there is going here in our America, and pretty much all over the world.

And please note, too, that Albert A. Pope did not work solely for money, though he made millions and lost millions. His aim was to create things. His string of wonderful fac-

tories in the beautiful city of Hartford tells the story of his energy. And they were not built merely to make things to sell, but to make the best things, to improve, to evolute. In each of these factories the experiment account was huge and the scrap heap was always sky high. For Pope, like all idealists, reached the high-water mark through a series of failures, occasionally punctuated with successes. But he was a big, strong, laughing fellow, so he forgot the failures, chuckled over his successes, and just kept telling the boys to "push on."

Pope created the bicycle business; made it a great thing; put all the world on wheels; brought suit against the authorities over Central Park, carried the thing to Albany, won out, and opened the park up to cyclists. He did not originate the good roads' movement, as has been stated; other men now unknown to fame deserve the credit for the idea. But Pope capitalized it, put his money into it and made a vital good roads' campaign possible. Such are a few of his public activities. In private he did many moble things.

Colonel Pope died a few weeks ago a shade over 60 years. He left a beggarly million or two. Had he worked solely for money he would have left fifty millions. But he was never a squeeze-penny; on the contrary, he was always a giver, a spender, not a hoarder. He made the fortunes of many young men, men who had it in them to succeed. He did this by training and through personal inspiration.

So we have got to have a memorial. All you old-timers must contribute to the fund. All cyclists and all motorcyclists must contribute. The people who knew "The Colone!" personally surely will; and even those who never knew him or who have never even heard his name should not hold back. A dollar will do, more if you can spare it. There should be very few who will not forward a mite to perpetuate the memory of a truly generous man.

This Memorial Fund was started by the Bicycling World, and very properly, too, it being the oldest and only paper in the cycling field. The idea at once met with general approval. Already many people have contributed to the fund. For instance, the Consolidated Motorcyclists, of Keenc. N. H., have contributed ten dollars. Will not other organizations do the same? Forward your subscription to us direct. Forward, it today, tonight.

## PHOTOS THAT ARE WORTH WHILE.

WE have reproduced, on page 4 of this issue, four photographs of the English Tourists' Trophy contest, the British Motorcycle Derby. It will be noticed that the subjects of these pictures are excellent, and the photographs themselves first class in every detail. These are the kind of pictures we want from American riders and enthusiasts, and of which we cannot possibly have too many. And in this connection, let us set forth our most important requirements regarding photographs for reproduction in this paper.

In the first place, they must be motorcycle pictures. Mere beauty or uniqueness alone does not adapt them to our purposes. They must have to do with the manufacture or operation, on track, road or hill, of the motor-driven two-wheeler. It is true that we desire illustrated stories of tours awheel, but the pictures accompanying them should, if possible, emphasize the fact that the trip was made on a motorcycle.

Next in order of importance—if it be not more important than even the subject of the picture—is its photographic character. We cannot print poor pictures, pictures which are indistinct, blurred or otherwise spoiled. Some amateur photographers seem to hold the delusion that, no matter how poot the original, the engraver and the printer are able to produce beautiful results. No doubt they accomplish wonders in this way, but their abilities are limited; they are not omnipotent.

We receive pictures every day; we would be dissatisfied if we didn't. They come from all parts of the country, all parts of the world, in fact, which is quite to our liking. We have written these few suggestions, then, not to discourage our thousands of interested friends, but, instead, to urge them to

further co-operate with us the end of improving the appearance of their favorite paper. They can do this by continuing to send us pictures, at the same time trying hard to obtain photographs the subjects and workmanship of which will be creditable to themselves and a source of "beauty and joy forever" to the other readers of MOTORCYCLE ILLUSTRATED.

N commenting on the judges' report of the English Six-Day Reliability Run, B. H. Davies makes this important observation: "There is only one serious omission in the report, and that relates to comfort, which is only mentioned in connection with big tires. Spring frames were conspicuous by their absence, and the most successful machines were not always comfortable. spring fork on one make was either screwed up till devoid of spring, or else required frequent lubrication. That on another make caused the rider's hands to 'dither' perceptibly and violently all day long, and clashed frightfully over bumpy roads. Two makes of spring fork competing were so obviously and immensely superior to all the other brands that they certainly deserved special commendation. As the judges estimate that comfort is one of the four conditions needed to ensure a vast increase in the popularity of motorcycling, this omission is rather surprising. Every experienced motorcyclist will endorse their remarks upon the need of easy starting and the ability to climb steep hills under all conditions, both of which imply a variable gear. As a matter of fact, the easy starting was universal this year, and the hill-climbing notoriously bad. I think the fact that not a single machine proved chronically difficult to start might have been mentioned, as one of the great advances upon 1908; and also the fact that what successful hill-climbing was witnessed was usually obtained by playing about with the carbureters, cooling down the engines, and either changing belts or adjusting pulleys. Few machines tackled the test hills on the run without preparation."

NOT very long ago this paper published a striking picture of a winged motorcycle as one of the possibilities of the future. That we forecasted better than we knew is made plain from the following press despatch: "Paris.—Santos-Dumont says he expects in a few days to be able to use his aeroplane as a motor car along the road, rising at will and descending again to resume running upon the ground. He believes that he will further reduce the distance necessary to traverse before rising to forty or fifty yards."

E dislike post mortems, but at the same time we feel it fair to say this: The causes of any failure are many, with one big cause leading all the others. The one big cause in the Ovington failure was non-delivery. Another cause may have been that \$4,000 a year store on Broadway. But in any event, let us all remember that it was a splendid store, and it was the best advertisement that motorcycling has ever had in New York City.

THE handicapping at the Jersey State Fair race events last Sunday was bad, distinctly so. In the seven-mile event, the scratch man led the field at three miles and in the ten-mile handicap it was but little better. We have got to refine the game of handicapping. It must be made more equitable. Have any of you thought about the handicapping proposition? If so, we would be glad to print your thoughts in our next issue.

THE State Fairs, those classic events, are having a great time just now with motorcycle races. When the races are called the spectators, to the tune of thousands, forget the cows, clowns, thimble-riggers and so on, and crowd the rails to see the motorbike events. It's a splendid ad, for us.

### SHOW FIXTURES.

Atlanta, Ga.—Nov. 6-13. Manager, S. A. Miles, 7 East 42d Street, New York.

New York.—Jan. 8-15. Manager, Merle L. Downs, 7 East 42d Street, New York.

Chicago.—Feb. 5-12. Manager, S. A. Miles, 7 East 42d Street, New York.

Boston.—March 5-12. Manager, Chester I. Campbell, 5 Park Square, Boston.

### **JUST ANOTHER "FALSE ALARM."**

THE motorcycle trade, says the Chicago Post, striving onward and upward to a point where its product will be pianissimo and popular, is confronted with the industrious rumor that motorcycle riding is bad for the health. Where this notion had its inception no one seems to know, but that it is widespread there is no gainsaying. The steady jolting of the machine, it is gravely argued, is bad for the various organs, though the much more severe jolting received by the man on horse-back has been counted universally for health.

It was about time, however, that some such hygienic bogy appeared to plague the new sport. Almost every popular pastime has been the target, at some time or other for similar criticism. A writer in the London Field recalls, in another connection, some of these exploded notions:

"Allegations made broadcast of pneumonia from the ballroom, splayfoot from ladies' hockey, dementia from chess, ophthalmia from Alpine outings, lung disease from wool or crewel work, hunchback from juvenile violin study, ague from angling, elbow damage from lawn tennis, brain shaking from concussions of shooting—all have served in turn to raise panic and to make nervous folk doubt whether life is worth living."

Marathon running and motorcycle riding are now going through a similar process, to survive like the others, it is probable, to a serene old age.

ONE of the Newburgh, N. Y., enthusiasts is contributing to the Daily News there periodical patches of good

stuff. Here is some of it:

"Come, fellows; do you want some of us to fork up \$10 as an example just because you persist in going up Broadway hill with your mufflers wide open? Newburgh policemen will give you a chance every time when you come home late in the dark without any lamp, provided you go slow and show a desire to get off the street as soon as you can or get your lamp. Why not appreciate a good turn by shutting the muffler and going slow through Broadway and Lander street?

"Happy Paffendorf's 'mote' has bronchitis frequently. It 'coughs' for quite a spell, then stops, and starts all over again. Great machine, though! Like a milkman's mare, it stops at every soda fountain, and trots fine coming home.

stops at every soda fountain, and trots fine coming home.

"George Moore, Teddy Thomas, Herman Sager, Fred Ayers, Dudley Pope, Prof. Rupp are keeping mum these days. Bet they're saving on gasoline to buy 1910 models as soon as they're out. Another month yet before we need get anxious about 'what's what' for 1910."

A N ounce of rubber, all ready for the tire maker, costs one-third as much as an ounce of silver, says an authority. So think of this when you feel inclined to cuss tire cost.

DENVER, Col.—Organized ostensibly to promote track meets, the Broadway Motorcycle Racing Company has just been incorporated here with a capital stock of \$70,000.

### GEORGE M. HENDEE BACK FROM HIS TOUR OF THE COUNTRY.

George M. Hendee, president of the Hendee Mfg. Company, returned to Springfield on Monday. October 11th, Springfield on Monday. October 11th, after a six weeks' swing around the circle, which extended as far as the Pacific Coast. About this time of the year Mr. Hendee usually makes a trip of this sort, seeing all his big agents and sizing up things in general. There is an old French proverb which says: "The foot of the owner is the best fertilizer for the soil." That is also true of business. It is a very valuable thing for the Head Man to make at least an for the Head Man to make at least an annual visit to the people who are selling his goods. This has a thousand and one advantages. Instead of being merely

a name and a title attached to a letter, the Head Man thus becomes to them a personal proposition. He gets to know his agents and they get to know him. Besides gathering much information of a general and personal kind, he is also able to smooth over many difficulties, to repair fences, etc. In fact, in many ways the grand tour is all to the good.

From what we have observed, the Hendee policy runs about this way. In May and June the president of this company—which is rapidly becoming a great company—and his chief advisors think over the past season, what has been done and what has not been done. After much thought the plans for the coming year are then laid out. Then during the summer comes a bit of recreation, with attendance at some of the big road races, etc., and finally, about in mid-September, comes the big trip. Nothing has been given out about the results of the tour. Mr. Hendee is the hardest man in the world to interview; he is not a giver out of things. But it is safe to guess that he found an abundance of Indian enthusiasm all along the line. His old plant was driven to capacity, and far beyond it all last winter, and, though he has doubled up on the plant, no doubt the entire wigwam will be ablaze many winter nights during the coming season.

J. E. Hammond, of No. 71 Harrison street, Stapleton, S. I., will start on a trip of 18.500 miles in a few days. He trip of 18,500 miles in a few days. He has made a big wager that, provided only with such money as may be given him for souvenir postal cards which he will offer for nothing, he will visit the capital of every State in the Union, the principal cities of Canada, England, Ireland, Scotland and Wales. The conditions of the wager are that he shall make the trip in nine months.

trip in nine months.

From New York Mr. Hammond will follow the national highway to Atlanta, diverging in order to visit the capitals of the Southern States.

Mr. Hammond is confident of his ability to make the trip under the conditions. He once won a wager by making a trip from Canton, Ohio, to San Francisco, in 120 days, and without taking any money with him. He will ride a Reading Stand-

C. K. Ball and B. Bailey, riding Reliance machines, won the double and single cylinder events respectively at the Binghamton Exposition October 1. In the second race, C. K. Ball, of the Reliance Company, had an accident, as a result of which he slightly injured his leg and sustained a few body bruises.

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G. Feltman, Emblem agent in Albany, G. Feltman, Emblem agent in Albany, N. Y., sends us the photo, reproduced herewith, of the 9-years old son of Mr. A. Canaday, a rural free delivery carrier, who lives in Nassau, N. Y. The lad, probably the youngest rider in the Empire State, is actually able to manage his fathers Emblem almost as well as the senior Canaday himself.



Billy Chadeayne, of the Greyhound Motor Works, Buffalo, who is well known in American motorcycle circles, has just returned from an extended European pleasure tour on a Greyhound. He and a companion covered nearly 4,000 miles in England, Ireland, Scotland, France, Switzerland, Germany, Belgium and Holland. They were at Rheims with Curtiss the day he won the Great Champagne Cup, and they had many other placement oversigness.

the Great Champagne Cup, and they had many other pleasant experiences.

After landing in Boston, Chadeayne rode his Greyhound back to Buffalo by way of New York. He had no engine trouble, nor in fact any other trouble aside from the minor incidents of the

road on any such trip.

It is notable that, with his single cylinder machine, Chadeayne was able to lead his friend's four cylinder up the long, hard grades in the Alps and elsewhere, some of the ascents being from 15 to 20 miles long.

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Interesting competition and some pretty fast riding characterized the races conducted by the Concourse Club, of New York, on the Motor Parkway last Sun-day afternoon. Downes, Harburger, Lessar and Heichel captured the honors. The summaries:

Half-mile flying start (5 h. p.)—First heat, (1) J. Downes; (2), J. Heichel; time, .26. Second heat, (1) W. McCleltime, .26. Second heat, (1) W. McClellan; (2), A. Kreuder; time, .26 4-5. Final heat, (1), J. Downes; (2), W. McClellan; time, .25 1-5.

One mile, flying start (2¾ h. p)—(1), B. Lessar; (2)—E. Rosine; time, 1.28.

One mile, flying start (3½ h. p.)—(1), L. Harburger; (2), B. Lessar; (3), M. P. Sullivan; time, 1.18 3-5.

One mile, match race (3½ Indian)— (1), L. Harburger; (2), N. Feldstein; time, 1:22 1-5.

Free-for-all, one-half mile—(1) J. Heichel; (2), W. McClellan; time, 26 3-5. Half mile for special prize offered by L. Restreppo for fastest time. Won by J. Downes; time, .25 1-5.

Charles W. Cole, of the Norton Automobile Company, and Charles L. Fawcett, of Norton, were in Goodland, Kansas, a few days ago. They had ridden via Oberlin, a distance of 145 miles, in six bours. They rede Harley Decided hours. They rode Harley-Davidson singles, averaging over 24 miles an hour over country roads.

The defection of Jake DeRosier from the Indian folks on account of some recent unpleasantness has set all the recent unpleasantness has set all the racing sharps guessing as to what the great man will do. Rumor has it that he will immediately sail for Germany, tie up with the N. S. U. people, spend some time in their factory; also that the N. S. U. people intend to build one or more machines to DeRosier's specifications. These are expected to be marvels of speed. Many folks doubt if this vels of speed. Many folks doubt if this be true. Many other folks think he will return to the Hendee Manufacturing Company. The folks who think this base their opinion on the fact that the unpleasantness occurred while Mr. Hendee was on his trip to the Pacific Coast, and they rely on that gentleman's diplomacy, etc., to draw DeRosier gently back into the Indian fold.

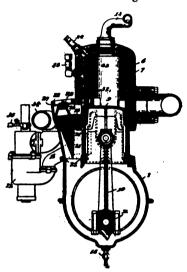
Among the spectators at the New Jersey meet was F. B. Widmayer, the well-known New York agent who, with a party, occupied a box. Mr. Widmayer is not one of those who talk gloomily about the outlook in New York. He says that, instead of going back this year, his business shows a fair and reasonable inbusiness shows a fair and reasonable increase, both in new machines and in crease, both in new machines and in second-hands. Mr. Widmayer has ample capital and eternally keeps at it. He attends all the meets and has a large personal following. He is the agent who conducts his own personal Sunday runs, and more motorcyclists attend them than they do the regular club runs around New York. His business has increased to such proportions that he is compelled to reorganize his store, so as to give him more space.

One of the figures at the New Jersey State Fair was John S. Prince, the track builder. He has become famous throughout the land and many of the lads gazed at him with awe, as they would at any phenom. At the Jersey meet he was a very imposing figure, and Jack carried is walking stick, too. On Friday of this week he leaves for Los Angeles, where the racing season will be inaugurated on October 31.

Two races will be conducted at Rome, Ga., Oct. 27. Both will be onen amateur events. The first prizes will be a silver cup and speedometer, respectively.

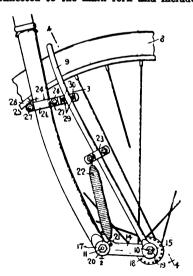
# SOME OF THE INVENTIONS OF 1909

Gas Engine.—Edward J. Gulick, Mishawaka, Ind. A two-cycle gas engine having a plurality of integral cylinders and a common crank chamber, a common inlet chamber having a single opening for the admittance of a gaseous mix-



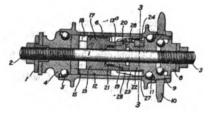
ture, a plurality of ports in the cylinders for admitting the gaseous mixture and a by-pass communicating with the crank chamber and each cylinder, the common inlet chamber and by-passes being situated on the same side of the engine and formed integral therewith.

Spring Fork.—Henry C. Preston, Jr., Fallston, Md. The spring-controlled wheel-carrying mechanism is pivotally connected to the main fork and includes



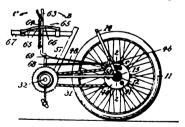
a supplemental fork; and a member rigidly secured to each branch of the main fork and provided with a pair of spaced guide rollers between which the adjacent branch of the supplemental fork loosely passes, whereby movement of the last-named fork relative to these members is permitted. There are also spring connections between the supplementary and main forks located wholly without the supplementary fork.

Clutch and Brake.—Frederick S. Ellett and Clayton E. Forsyth, Elmira, N. Y., assignors to Eclipse Machine Company, Elmira, N. Y. In a back pedaling coaster brake device, the combination with a rotary hub, of a driver; a brake anchor at one end of the hub held against rotation by attachment to the vehicle frame; an expansible split brake ring, nonrevolubly attached to the anchor; a



sleeve within the brake ring to support the latter, this sleeve being nonrevolubly attached to the anchor, having a raised wedge formed on its surface, and adapted to move longitudinally with reference to the brake ring to expand it; and means operated by the driver on back pedaling whereby the sleeve is moved longitudinally and its wedge means made to expand the brake ring.

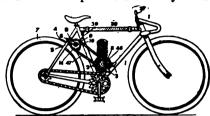
Power-Transmission Mechanism. George W. Sherman, New York, N. Y. In this device there is a hub having a threaded section, a threaded sleeve engaging this section, a driving gear loosely mounted upon the sleeve, a gear case, a planet



gear carried by the case and interpolable between driving gear and sleeve, semicircular clutch shoes, intermediate driving gear and sleeve, a screw spindle centered in the hub, a worm carried by the spindle, a worm nut engaging the worm, and means for operatively connecting the worm nut to the clutch.

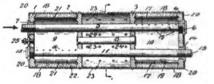
Motor Attachment for Bicycles.—Gottlob Belz, Detroit, Mich. This motor is adapted to be detachably secured to the bicycle frame, having a rotatable member adapted to be secured in rolling contact with a tire of the bicycle, a friction clutch having a set of drive members positively coupled to the motor, a

set of follower members each in frictional engagement with a drive member and means adapted to detachably inter-



lock the rotatable member with one or more of the follower members, and means positively coupling the motor and clutch drive members. There is a yoke adapted to be detachably secured to the frame of the bicycle, a spindle secured therein, a sleeve journaled on the spindle, a flange near one end of the sleeve, friction rings each secured on the aleeve by bolts passing therefrom through the flange, friction collars each concentrically secured on a ring with its inner margin having lateral frictional engagement with the outer marginal portion of the ring, a roller journaled on the sleeve adjacent the rings, means adapted to detachably interlock the roller with one or more of the collars, and means for rotating the sleeve.

Muffler.—Andrew S. Coles, Mamaroneck, N. Y. A muffler divided interiorly into



three chambers, with pipes for conducting the exhaust extending longitudinally through the structure, each having perforations in one of the end chambers, a pipe connecting the two end chambers, and a pipe tapped into one of the chambers to which a horn or whistle may be connected, and insulating material surrounding the end chambers.

Spark Plug.—Clinton Bateholts, Pitts-field, Mass. This plug comprises an annular externally screw-threaded metallic shell having a terminal extension at the inner end, an electrode rod arranged axially within the metallic shell, and having its extremities projecting beyond



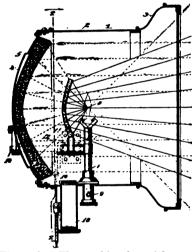
the ends of the shell, its outer one being screw threaded, the shell having shoulders in its internal wall and the rod hav-



# FOUND IN THE U.S. PATENT GAZETTE

ing circumferential shoulders, with a body of plastic insulating material molded within and permanently engaged and interlocked with the internal shouldered wall of the shell, extending at both its extremities beyond the ends of the shell, terminating within the ends of the rod and molded closely around, permanently engaged and interlocked with, and supporting the electrode rod throughout the entire length of the molded plastic body, and having its projecting portion located next to and extended outwardly beyond the metallic shell made with a shoulder enlargement engaging the outer end of the shell; also a metallic collar engaged about the outer extremity of the electrode rod and resting against the outwardly projecting end of the molded plastic body, and a binding nut screw engaged on the threaded extremity of the rod adjacent the metallic collar.

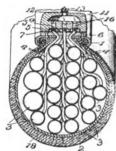
Lamp.—Richard H. Welles, Kenosha, Wis., assignor to The Badger Brass Mfg. Co., Kenosha, Wis., a corporation of



Wisconsin. The combination with a suitable casing, of a burner located intermediate the length of the casing, a main reflector in the rear portion of the casing constructed to reflect the rays from a focal point in approximate parallelism, and a movable reflector adapted to be interposed between the burned and main reflector to modify the reflected beam of light. The interior is cylindric, and the mirror is of the Mangan type.

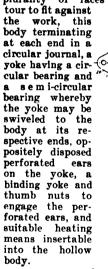
Tire.—Charles H. Keiffer, Akron, Ohio, The combination of a rim, an outer tube disposed on the same, a plurality of inner tubes independently positioned within the outer tube, a perforated plate placed against the inner face of the rim, a plurality of air tubes extended from the inner tubes and terminated in the plate, threaded stems hinged upon the opposite ends of the plate, a cap having an air chamber formed therein engaged over the plate in communication with

the air tubes, slotted lugs outwardly extended from the opposite ends of the cap for engagement about the threaded



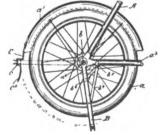
stems, nuts disposed on the stems for clamping the lugs in rigid position, an air inlet valve positioned in the cap, a plurality of independent air valves disposed in the ends of the air tubes.

Rubber Tire Repairer.—James M. Padgett, Topeka, Kans. An apparatus comprising a hollow body having a plurality of faces of different con-

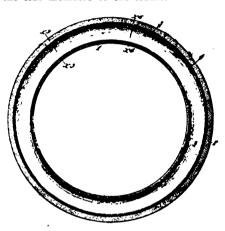




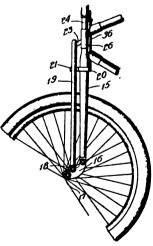
Cycle Stand.—Henry T. Adams, Chicago, Ill., assignor to Henry T. Adams Company. A cycle frame with an axle,



a U-shaped member pivoted at its sides on the ends of the axle and adapted to be swung down beneath the frame to support the latter, and to be turned rearwardly and upwardly and be supported on the frame, and forwardly and upwardly projecting arms on the forward side so adapted that when the bottom of said member is swung downwardly past the perpendicular it engages the side members of the frame.



Puncture-proof Attachment for Tires.— Jesse B. Oatman, Riverside, Cal. An outer casing, an inner air tube, a ring between the tube and the casing formed from a thin sheet of metal, curved in cross section and having its ends lying adjacent to each other in the same plane, a flat sleeve completely encircling both of the ends with one of the ends sliding freely therein, and a canvas covering upon the ring and sleeve and secured thereto.



Front Fork—George H. Meiser, Chicago, Ill., assignor to Excelsior Supply Company, a corporation of Illinois. In a motorcycle, a handle bar, parallel tubular members attached thereto constituting a front fork, each member being slotted from its upper end downwardly for a certain distance; a supplementary fork with projections therefrom through these slots, springs within the members of the front fork to engage the projections.



### HERE AND THERE.

Ordinances that have been passed by municipalities for the regulation of the speed of motor vehicles, including motorcycles, are declared to be invalid if the State Legislature has made adequate provision covering such cases, according to a decision rendered recently in the municipal court at Stevens Point, Wis. Three residents of that city were arrested on the charge of exceeding the speed limit of ten miles an hour, which was the rate fixed by a city ordinance. The State law provides for a limit of 12 miles an hour in cities and villages and 25 miles an hour in the country districts, however, and the Judge dismissed the case, deciding that the State law supersedes the municipal law. It also developed that prosecutions must be brought in the name of the State and that the fines collected must be paid into the State treasury.

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Danbury, Conn., had a big fair last week. One of the features was the motorcycle races held on Saturday, Oct. 9. The big feature of the day was the riding of Stanley T. Kellogg, who covered five miles on a heavy dirt track in 6:13. Fuller won the five-mile local race in 8:16; both rode Excelsiors. During the afternoon Ray De Palma, who was entered in the automobile races, met with an accident, ran into a fence and was badly injured. De Palma was one of the biggest motorcycle racers, and it is said that he was the first man whom the Hendee Company employed to ride its machine. Several thousand people witnessed the events.

### **)**

About fifteen motorcycles, stripped of mufflers and owned by members of the Cincinnati club. were used to serenade Warren K. Henning of the Union Trust building, who was married in Chicago recently. when he arrived at the home of his bride in St. Bernard. The noise-makers rode their machines quietly to the residence and after pushing them as close to the windows as possible, turned loose the engines. The newly married couple soon appeared at the windows and were given a handsome wedding present.

### .ac .ac

The following is this year's A. C. U. definition of a touring machine, which may prove instructive to many in America to whom it is a conundrum: "Touring machines must be without pedalling gear, fitted with two brakes, tool-bag weighing (with contents) not less than 5 lbs., motorcycle tires (not less than 2 in.), metal mudgards (not less than 23¼ in.). touring motorcycle saddle, tank to hold not less than 1½ gallons of petrol."

## ال ال

Stanley T. Kellogg has after all determined to remain in New York and has taken headquarters for the Excelsior Agency at 2312 Broadway. From this location he will operate in the several States in which he controls the Excelsior.

### THE SHOWS—A LIST OF THE EXHIBITORS.

New York Show.—The following firms have applied for space at the New York Show; the final allotments having not yet been made: Miami Cycle & Mfg. Company, Merkel-Light Motor Company, Pierce Cycle Co., Royal Motor Works, Emblem Mfg. Company, N. S. U. Motor Company, New Era Gas Engine Company, Motorcycle Illustrated; Marvel Mfg. Company, Hendee Mfg. Company, Harley-Davidson Motor Company, Greyhound Motor Company; Consolidated Mfg. Company, Aurora Automatic Machinery Company, American Motor Company. Reading Standard Company, Eclipse Machine Company, F. A. Baker & Co., and Bicycle World.

Chicago Show.—The following applications have been made for space at the Chicago Show: Hendee Mfg. Company, Excelsior Supply Company, Consolidated

Mfg. Company, American Motor Company, Harley-Davidson Motor Company, Reading Standard Company, Hornecker Motor Mfg. Company, Thiem Mfg. Company, New Era Gas Engine Company, Pierce Cycle Company, Greyhound Motor Company, Merkel-Light Motor Company, Reliance Motorcycle Company, Bicycle World and Motorcycle Illustrated.

Besides the above-named firms, the N. S. U. Motor Company, Wagner Motor Company and The Aurora Automatic Machinery Company have also applied for space. The Chicago Show Managers report that the space is just as limited as it was last year, and it is doubtful whether room can be made for these three firms. It is certain, however, that some arrangement will be made by which they will be able to secure space at the Show, through some concessions by the other manufacturers.

### A NOVEL SORT OF HONEYMOON.

SOME people dread the conventional formality connected with a wedding in which they are to be the principals, but do not know how to avoid it. We were married and had breakfast over by ten o'clock on June first. With some careful forethought we were able to slip away from that hungry looking lot of trick players and escaped through a side door. Just outside the hedge near this door was an innocent looking piece of canvas covering our 7 M. M. Twin with side car.

I jerked at the canvas and tore it from the side-car and Elaine sprang into her seat; but the canvas was caught on the machine and there was no time now to loosen it. We were discovered! I made the quickest mount of my life. Down the street we tore with the canvas, with a crowd of yelling lunatics trying to catch us. It was really pitiful to see the look on the faces of those we left behind, and the carriage waiting for us at the door all bedecked with rags, old shoes, ribbons and tin pans. We both heaved a sigh. We were off alone on a two weeks' camping trip in northern Minnesota. My dear reader, if there are any of the specie "luni maniacus" in your family and you contemplate marrying, do as we did. Your train fare alone would buy a side-car and pay for a camping trip.

All of our equipment was with us. In the back of the side-car was an extra large basket which I can assure you was as wonderful as Alladin's lamp. Under the seat and strapped to the machine in various places were blankets, provisions, silk waterproof tent, air mattress, axe, fishing tackle and firearms. By one o'clock we had put fifty-four miles of beautiful country roads onto our cyclometer and had stopped for lunch.

I opened the wonderful basket and brought forth a pint Thermos bottle full of ice-cold tea and a good lay-out, which I had had Bridget fix up on the side.

The finest of New York's hotels could not boast such a setting. We perched on a ledge of rock overlooking the Mississippi, feeling that we were doing something new and enjoying it. Around us lay a wilderness with nothing of civilization save this marvellous machine. Be-

neath us we watched the Father of Waters wending its way down through the beautiful spring landscape. As I looked over the machine for anything that might need attention I could not help marvelling at so wonderful an invention. There it stood as cold and immobile as a sphynx, yet when on the road a slight turn of the grip would make it fairly scream, while on the hills it tugged like a war-horse beneath us.

Sometimes we would stop on the brow of some high hill to take in the surrounding country, or in a cool shady wood beside a spring. About four o'clock we stopped beside a restful trout stream, and in about ten minutes "Diana" had two elegant trout to my one. Our time was our own now and our home wherever we made it, so we decided to camp right there for the night. In a few minutes we had the tent stretched between two trees and pegged down with light steel tent pins, the mattress pumped full of real air, and the outfit unloaded generally. The fire was soon crackling and our aluminum outfit put to good use. This consisted of one fry-pan set into another; into these two cooking pots, then the coffee-pot containing cups, bowls, knives, forks, spoons, etc., all aluminum. It weighed a few pounds and took up very little space.

Our wedding supper consisted of Erbswurst (pea soup), fried trout, bacon on the side, mashed potatoes (evaporated), biscuits baked in a collapsible tin re-

flecting oven, and coffee.

When the shades of night had fallen, and the katydids and crickets, and the soft breezes in the tree tops united in what seemed one grand wedding march, I clasped my wife in my arms and pointed with a start to something peering at us through the pine branches. "There!" I exclaimed, "There it is." My little girl clung closer and asked in a frightened tone, "What is it!" "Our honeymoon," I replied.—Edward V. Brewer, St. Paul, Minn., in Sparks.

A. J. Williams, foreman of the job department of the Ridgway (Pa.) Daily Record and Advocate, is the proud possessor of a new Harley-Davidson, with the operation, comfort and speed of which Mr. Williams is delighted.



### DETROIT CLUB MEMBERS WHO OFFICIATED AT RECENT RACE MEET.



On Saturday, October 2nd, the Detroit Club gave a theatre party, followed by a dinner. About twenty of the members participated and all present voted the affair an entire success. It is the intention of the club to have an entertainment of this or some other sort each month this coming winter.

The addresses of those who responded

The addresses of those who responded to the call of the toastmaster, Leo W. Banker, were appropriate to the occasion and well received, especially the one given by "Hank" Smith, who informed the club that during his infant

Dallas, Tex.-Formal organization of Dallas, Tex.—Formal organization of the Dallas Club was effected September 30th and officers elected as follows: R. A. Pickens, president; C. A. Caldwell, vice-president; E. D. Whorley, secretary; W. L. Ruff, treasurer; Olin Brandenburg, captain; Charles Herling, lieutenant. The club is affiliated with the F. A. M. Its colors are blue and orange, and they may be had upon application to W. L. Ruff, 396 Commerce street. street.

The business session and organization was held in the parlors of the St. George Hotel, and followed a dinner. Twentythree members were enrolled. Several enthusiastic letters were read from

Seven Cheyenne riders have just completed a long trip to Colorado Springs, Denver and other points in Colorado. Those in the party were Walter Stewart, W. E. Fisher, N. P. Nelson, W. A. Wilson, W. T. Lee, Henry Mitchell and Iwao Fukishama. The last named is a Japanese boy, who has gained quite a reputation as a motorcyclist.

days, devoted to the sport, someone advised the flushing of the cylinder with kerosene, and "Hank," being "green" at the game, supposed that one was obliged to absorb the surplus kerosene from the cylinder with a rag poked through the valve ports. This he did, and before getting through with the job, was obliged to dismantle his motor to extract the rags, with which, in his enthusiasm to do the thing well, he had completely filled the cylinder.

This club, which was organized in

February, 1907, and incorporated in Feb-

motorcyclists and organizations in other parts of the State, among them being one from the Fort Worth club, which promised its hearty co-operation in all matters of common interest, and par-ticularly with reference to the motorcycle parade which is to be held in Dallas late this month.

The objects of the club are to promote the interests of motorcyclists, to arrange for century and interurban runs, races at the State Fair, and to co-operate to the extent of its ability in the matter of promoting good roads throughout Texas.

The club is arranging a motorcycle parade for Friday, October 29, during

Perce L. Adams, lieutenant of the Syracuse club, who left Syracuse recently for a 2,000-mile trip through the New England States, is home again, after having covered about half of his proposed itinerary. Mr. Adams found the roads of Maine so bad that he had to turn back, but as it was he covered about 1.000 miles.

uary, 1908, is one of the largest of its kind in the States, and has among its members representatives and tradesmen of the largest firms in the country, who manufacture motorcycles, auto tires and accessories.

The club rooms, located at No. 206 St. Aubin avenue, and large and well suited for their purpose, are being re-finished in preparation for the social activities of the coming season. All riders, or those interested in the sport, who can prove a good moral character, are cordially invited to join.

the State Fair. The parade will be a decorative affair, and indications are that there will be between 300 and 400 men in the procession.

The decorations will be of two kinds,

one tending toward the artistic and the other attempting to show the various uses which can be made of the machines. This is to include displays of the uses of the machine commercially, industrially and on the farm. Four prizes will be offered for the best displays.

Marshal Keiller, of Woodridge, N. J.,

has bought a motorcycle in order to be better able to cope with speed law-breakers within his jurisdiction.

Racine, Wis.—The local club has opened new headquarters and club rooms at 505 Monument square. The club has grown so rapidly that the old club rooms, located at 1819 Wisconsin street, became inadequate, and the more central location has been selected. It is the intention of the organization to erect a modern clubhouse next year.

### CORRESPONDENCE

I send you herewith a view of a 4 Indian tri-car with an equipment that has proved very satisfactory. The B. & C. two-speed gear has been attached only a short time, but so far has given ex-cellent results. The V-shaped notches in the quadrant did not hold the lever in the low speed position, consequently they were cut square and the triangular catch squared to fit. The supports holding, the quadrant were drilled, tapped and screwed directly to the frame of the machine, as well as to the bands encircling the same, in order to prevent slipping. The fastening which holds the end of the tension rod operating the low speed clutch was strongly attached to the frame by two screws, while other fastenings depending upon the friction of bands were also screwed directly to the frame, or to such other parts as they connected.

The cylindrical battery case was removed, and a wooden box holding two batteries of three cells each was fastened in the fore car resting on the floor of the same. A Splitdorf automobile battery switch was attached just back of the head of the machine, so that either battery could be used at will.

Under the gas lamps are mounted Neverout oil lamps, regular bicycle size, which are convenient when one is riding in cities where gas lamps are not necessary. They show a red light in rear and serve also as tail lamps.

It seems to me rather strange that nothing has come to my notice regarding the physical danger of pedalling a motor-cycle in a frantic effort to make the motor start. Do we not often see unfortunate riders exerting all their strength pedalling in a fruitless effort to induce, force or persuade an explosion in a motor? When those poor fellows finally quit pedalling they come to a standstill, completely exhausted. I have done this myself; I have pedalled a twin magneto machine until I was ready to drop. When machine until I was ready to drop. When you pedal your machine as I have attempted to illustrate, you do yourself great bodily injury. You greatly aggravate a disorder with which, in the words of one of the leading surgeons of the country, "ten per cent. of the young men of to-day are troubled." However, I wish it understood that I do not mean in any way to show that motorcycle riding is a menace to one's physical condition. But if you will in mind the following you may experience less starting trouble.

It is always wise to start your motor while on the stand with the rear wheel free to turn, and to let it run at a moderate speed for about one minute; but do not let the motor "race." Then close your throttle and advance the spark about half way, which will help the motor to get hot without undue flame passing the exhaust valve.

When you are ready to mount, the best and likewise the most graceful method of accomplishing this somewhat delicate feat is to do so with a running



The E. F. Ball Tri-car, With Two-speed Attachment.

Regular Indian priming cups were inserted in the usual place, but these will be replaced with small automobile cups of the usual pattern. The throttle has been arranged to close to only one-half the regular opening. By opening the air valve to nearly its maximum, a very weak mixture is obtained, one which gives a smooth motion at a moderate speed, with spark fully advanced, and also saves about 25 per cent. of gasolene. The engine "picks up" and develops full power the instant the throttle is opened, provided the opening in air valve is correctly adjusted. An effort was made to mix the lubricating oil with the gasolene. For the first thirty miles this worked well, but afterward resulted in most annoying complications, and the practice was therefore discontinued.

A fine assortment of supplies and tools is carried in the box under the seat, and a foot pump has been substituted for the

small telescope pump in general use.

It will be noticed that the mud guards have been removed from the front wheels. The mud, water, etc., are thrown clear of the machine, and very little dust is sucked up and carried along. A sheet metal shield on the right side of the machine protects the feet and legs of the rider from the heat of the exhaust. I intend to conduct experiments with view to obtaining a more delicate control of the throttle. Yonkers, N. Y.

EDWARD F. BALL.

start, as has been explained in this paper, to the satisfaction of every one who would like to acquire the "stunt."

If you choose to "pedal off" instead, go ahead and do so; but if your machine is equipped with battery ignition and doesn't start when you have pedalled about ten feet, dismount "instanter" and get busy with your thinker.

Memphis, Tenn. G. D. T.

Much interested in Mr. D. H. Webster's description of his ideal mount, I venture to make a few suggestions. In the first place, my ideal engine would be the place, my ideal engine would be the Hedstrom twin, but with the cylinders set at an angle of 90 deg., as in the "M. M." This would give the clean-cut action of the "Indian" with the smoothness of the "M. M.", and I am sure that if Mr. Webster has done any long-distance riding, he will agree with me that the less vibration, the more satisfactory one's machine. factory one's machine.

Then, instead of a bevel-gear drive, which is all right for a four, but would not, I fear, stand the heavy explosions of a twin, unless extremely heavy, I would suggest two roller-chains, one from the engine to a two-speed gear, mounted on the countershaft, and the other from the gear to the rear wheel. The B. & C. drives through spur-gears on the low-speed, giving positive drive; but on high-speed the drive is through a multiple-disc clutch, which gives a less "violent" action to the rear wheel, thus economizing on chains, rear tire, and the anatomy of the rider. The frame could be so designed as to have the pedal chain and both engine chains of the same length, width and pitch, giving the utmost interchangeability. AXTELL A. LLOYD. Springfield, Mass.

Permit me to express my unqualified endorsement of the views enunciated by Mr. Alfred H. Bartsch in his recently published article on "The Delights of Motorcycling." I can see absolutely no pleasure in riding or, rather, tearing along in grease-besmeared overalls, look ing as though one had been shot out of

I have a Pierce machine, the steady, even pull of which is a "delight to the soul," and I wonder why your paper has not more to say on the subject of four cylinders and the fact that they are

practically noiseless.

While it is simply wonderful how our manufacturers have caught up and, in many cases, passed the English makers, it is rather surprising that they have thus far failed to bring about certain improvements which are obviously necessary. For example, I do not see why we have no rear spring forks. The general public bases its prejudice against the machine principally upon its noisiness and its excessive vibration. Eliminate these two faults first of all.

Branford, Conn. F. L. HAMMER.



## SHOW SEASON TO OPEN AT ATLANTA.

The Atlanta Auto Show is certain to be of considerable importance in stimulating the various motor industries in all sections. Atlanta is a thousand miles from New York, a great big city, a breezy, bustling city. Years ago they used to call it The Chicago of the South. It is headquarters for its own State, Georgia, and this show will also draw people from Kentucky, Tennessee, Alabama. North and South Carolina and Florida. In the territory included in two or three hundred miles from Atlanta there are many good-sized cities where motorcycling has already taken hold. There are several agents in Atlanta, also in Athens, Ga.; Rome, Ga.; Chattanooga, Tenn.; Louisville, Ky.; Jacksonville, Fla.; Augusta, Ga., and in many other of the smaller towns.

Among other big cities that will send

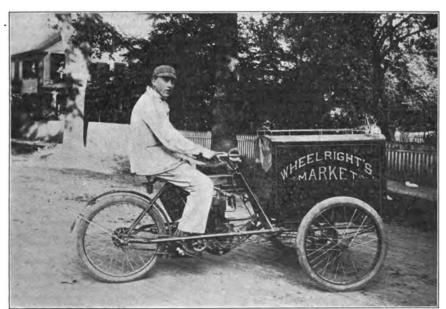
Among other big cities that will send agents and sightseers to the show to see the cars and motorcycles, are Wilmington, S. C.; Columbia and Charlotte, S. C.; Savannah, Macon and Brunswick, Ga.; Jacksonville, Fla.; Montgomery, Mobile and Birmingham, Ala.; and Memphis and Nashville, Tenn. All these are good, live cities and headquarters in their respective territories.

For the show the following manufacturers have taken space: Hendee Manufacturing Company, Excelsior Supply Company, Consolidated Manufacturing Company, Greyhound Motor Company, N. S. U. Motor Company, Harley-Davidson Motor Company and the Wagner Motor Company. Lesides the manufacturers many of the accessory folks will be on deck. Among them are the Badger Brass Manufacturing Company, Fisk Rubber Company, Veeder Manufacturing Company, B. F. Goodrich Company, Harris Oil Company, Jones Speedometer Company, Connecticut Telephone & Electric Company, C. F. Splitdorf, Emil Grossman Company, Vehicle Apron & Hood Company and many others. Also every tire manufacturer in the country will have its tires on exhibition.

The date of the exposition is November 6 to 13. It will be held in a fine building and the whole town is back of it. More than \$15,000 has been contributed to the Entertainment Fund, and an invitation to attend the show has been sent to all the garage proprietors and motor dealers in Maryland, Virginia, West Virginia, North Carolina, South Carolina, and in fact all the Southern States. In addition to this, 1,100 invitations have been issued to the carriage dealers in the Southern tier. It is pointed out that the Southerners have harvested their crops and are in receipt of \$120,000,000. In fact the entire South is reported to be in good shape, and this should greatly increase the buying power.

Herewith is an R.-S. van in use for the delivery of meats and provisions by Mr. Wheelwright, of Danvers, Mass., who claims that his telephone orders have doubled since he installed the van, although the expense of running it is noth-

ing as compared with the keeping of a horse. Besides, the van does the work of three horses. Inquiries regarding the van are pouring in to W. J. Walker & Co., the local agents, and they expect to do a big business in vans next year.



## A \$700,000 CONCERN.

Mirneapolis.—The Northwestern Auto and Motorcycle Company is about to be formed to take over the business of the Minneapolis Motorcycle Company, manufacturers of the Minneapolis two-speed. The promoters are capitalizing the company at \$700,000, which will make it the largest capitalized automobile and motorcycle manufacturing corporation in the Northwest.

The company has contracts with a well-known financial agent to underwrite the stock. Fred W. Starn, of the Auto Exchange, formerly Northwest agent for the Hupmobile, and before that superintendent of the White Steamer Company factory at Cleveland, will design the Minneapolis automobile and will be the factory manager.

Even without the addition of the automobile business, the company would have had to enlarge its plant to take care of the motorcycle demand for 1910. The site of the auto exchange at 522 S. Tenth street and the present factory at 517 S. Seventh street will be devoted to the manufacture of motorcycles, and it will be necessary to contract for a large site for the automobile factory.

The Northwestern Company, directors are J. M. Michaelson, A. L. Kirk, F. W. Starr, George H. Wilson and W. E. Michaelson.

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### N. Y. TRADE DEPLETED.

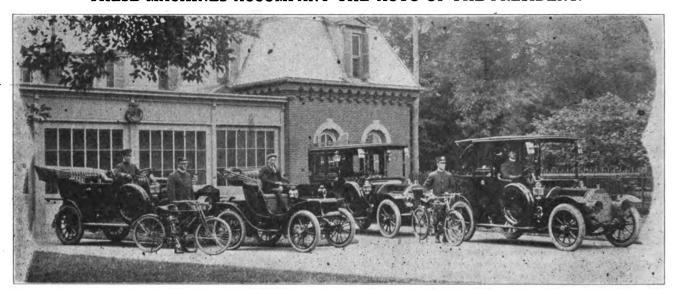
The ranks of the New York motorcycle firms have recently been depleted to some extent. The Clement Motor Equipment Company, which made a motor attachment for bicycles, has silently vanished. The members of this firm were Howard Wray, the well-known racing man, who is living at 94 Decatur street, Brooklyn, and J. Efficit, who lives at 1485 Fulton street, also Brooklyn. A few months ago Mr. Ellictt went into this company and wrote letters to all the creditors, stating that he would assume all the debts; but the business is closed up and there is nothing doing.

The Lyons Motor Company have quit and their store is now occupied by the McLaughlin & Ashley Motor Company. The Prospect Motor Company have also quit, because of lack of capital. The members of this firm were George Post, who is reported to be living up in New Canaan, Conn., and John McGerken, who is said to have obtained a position as a chaufteur. The Lyons Motor Company quit in good order, being good business men.

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Brazenor & Ruderman, 849 Bedford avenue, Brooklyn, have just secured the Excelsior agency, and expect shortly to have 1910 models for demonstration.

### THESE MACHINES ACCOMPANY THE AUTO OF THE PRESIDENT.



T. N. Mudd, Jr., Washington (D. C.), agent for the R-S., advises us that he recently delivered to the Capital City police department two 4 h. Reading

Standard machines for the use of President Taft's private body guard. The photo shows the White House garage, the machines and the two officers who use them. These machines are "on the job" every day when the President is in Washington, and follow his automobile everywhere.

### THE GOODRICH BUILDING.

The B. F. Goodrich Company has just finished, in New York, a most admirably equipped building for handling rubber products, especially tires. The structure is a notable addition to the business buildings in its neighborhood. It is numbered 1780-1782 Broadway, and has an "L" of almost equal size at 225-227 West Fifty-seventh Street. There are twelve floors and a basement, the latter being used entirely for the storage of auto tires. The rear of the ground floor is a receiving and shipping room, and the front a large salesroom, which has been very effectively done in mahogany.

On the second floor, looking out on Broadway, is the reception room, with large, easy chairs, smoking tables, and convenient writing desks. The finish A rear room is rehere is furned oak. served for the solid tire storage and for

repairing.



The eighth floor has been given over mostly to offices for the manager and salesmen. In the rear is a store-room for mechanical rubber goods. Above, on the ninth floor, are general offices for the clerks. The next floor, for the company's use, is the eleventh, a large stock room for specialties such as druggists', surgeons, and stationers' rubber sundries.

No mechanical device for the ready handling of stock has been omitted. There are special automobile elevators, one of which has a turn-table floor. There is also a general freight lift, two passenger elevators and an electric dummy waiter, adjusted to stop automatically at any floor.

The exterior of the building is constructed of white and green marble, with bronze capitals and decorations, for the first two stories. Above this, the material is pressed brick with white stone

trimmings.

Mr. W. H. Yule is general manager, with Mr. H. C. Miller in charge of the auto tire department.

"Auto-Bi," a good, old name, borne by one of the most reliable machines ever made, is now but a memory. Insofar as the machine itself is concerned, it was some time ago superseded by "Grey-hound a much better title. But, until recently, the hyphenated word was applied to the firm itself. Now, however, everything is Greyhound—both machine and makers. The latter, formerly the Auto-Bi Company, are now known as the Greyhound Motor Works. Their address is the same. viz.: Buffalo, New York.

F. E. Starr and E. P. Lake, of Chicago, recently returned from a trip to St. Louis, which was most successfully made on Merkel machines. Both speak very enthusiastically of the Merkel spring fork and its ball-bearing motor which, according to Mr. Starr, "seemed to have any amount of power and speed.'

## NEW N. S. U. AGENTS.

The Milton W. Arrowood Co., the newly appointed N. S. U. agent for Atlanta and the entire State of Georgia, has taken space at the Atlanta Show, where it will exhibit a full line of N. S.

U. touring models, etc.

An agency has also been established in Hillsboro, Texas, where L. C. Eastland will further the N. S. U. interests.

James A. Griffin, who is traveling in the South for the same company, in-tends to visit several county and State fairs in Texas, Arkansas and Georgia. He is taking with him a 6 h. N. S. U. racing machine, on which he will give exhibitions.

It is reported that the American Motor Cycle Company, 497 Wells street, Chicago, will turn out an extremely light weight motorcycle for 1910, and that the B. F. Goodrich Company will make a brand new belt. It is also reported that the Pope Manufacturing Company of Westfield, Mass.—no connection of the Pope Manufacturing Company of Hartford—will have a motorcycle on the 1910 market. The Puch Import Company is looking over New York territory for an agent to handle the Puch product for the entire country.

Mr. W. F. McGuire, manager of the Consolidated Manufacturing Company since, May, 1906, has resigned to accept a position with the Ford Motor Company, and will take up his new duties November 1st. The Consolidated Manufacturing Company will be operated by D. J. Welsh, W. G. Alcorn and A. B. Coffman, who have ably assisted Mr. McGuire in building up the business to its present magnitude.

The Pfanstiehl Electrical Laboratory. of Chicago, well known for its coils, has a magneto nearly ready for the market.



A motorcycle tonneau, cushion-spring, tandem attachment, has been placed on the market by A. W. Duck, 427 Fifteenth street, Oakland, Cal. It carries an extra rider without any jolt or jar. It is advertised in our Mart Department. If interested, write Mr. Duck for particu-

The Motorcycle Equipment Company, of Hammondsport, New York, will move into a big new plant shortly. Previous to this, they are going to clear out a lot of old stock, just "shopworn" stuff. They announce this fact in this issue. They state that they are almost giving machines away. machines away.

Mr. W. G. Shack, head of the Emblem Manufacturing Company, Angola, N. Y., who was in New York last week, stated that in all likelihood the entire 1910 Emblem line would be equipped with the Eclipse free engine device, which is built into the engine pulley of beltdriven machines and, being very simple, has been tried out with marked success.

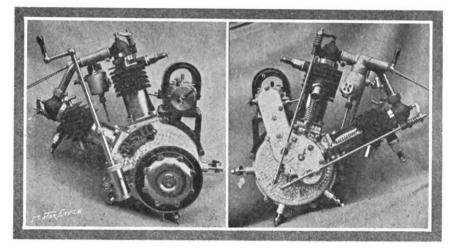
Another interesting announcement by the same company is to the effect that it has added a seven horse power machine to its present number of models. The big Emblem twin will be sold at \$250, magneto ignition, \$25 extra. The price of the 1910 3½ horse single will be \$200, and that of the 4 horse single, \$225; magneto ignition, as in the case of the twin, \$25 additional.

The residents of Fort Dodge, Iowa, are much interested in the side-car made and used by the Peeler Brothers, local Wagner agents, who write that they wouldn't be without the attachment for anything. Messrs. Peeler are well known as the sons of an inventive father and are themselves inventors of no mean ability. They have operated motorcycles for some time and when they saw their first tri-car, they set to work to construct one of their own.

The chair will be seen to be the upper portions of a willow rocker; the third wheel is from a bicycle; the guard is from an old buggy; there is a spring somewhere under the seat that was taken from some vehicle; the foot board is constructed out of some ancient article and covered with a piece of rubber from an automobile footboard, and there are a number of other interesting pieces "with a history" that go to complete the ma-



### THE 1910 N. S. U. SPECIFICATIONS.



Announcements of the specifications of 1910 models are already being made. Several have already been published, indicating that the trade is determined to be better fitted than ever before to satisfy the popular demand on time and otherwise in a thoroughly systematic

way.

The accompanying cut shows both sides of the 1910 3 h. twin motor manufactured by the N. S. U. Motor Company, of 206 West 76th Street, New York, and applied to its twin Roadster. This motor has its two cylinders set at a state of 45 degrees: however, when an angle of 45 degrees; however, when the motor is set into its loop frame, the rear cylinder is upright, thus fixing the forward cylinder at an angle of 45 degrees from the vertical. This allows the cooling flanges of the forward cylinder to come below the line of those of the rear; consequently the latter re-ceives a cooling draught of its own. In addition a radical change has been made in the cooling flanges of the forward cylinders, as they run horizontally across. The flanges are cast directly on the cylinders, and not sweated on separately. They are square, instead of the usual circular type.

The cylinders are made of special cast iron, which is accurately ground in by hand, after which they are subjected to a hydraulic test for sand or blow holes. The exact measurements are: Be 2 1-64 inches; stroke, 2 15-16 inches.

The pistons are of the regular N. S. U.

type, containing four rings, three at the top and one somewhat lower down, the latter holding the gudgeon pin in place, thus doing away with bolts and set screws. The connecting rods are of the scissors type, containing at the lower bearing phosphor bronze bushings, while for the piston bushing a special steel is used.

The valves are all of extra large radius.
The inlet valve is actuated mechanically by overhead tappets controlled by push rods operated from underneath the exhaust valve tappet. Both tappets are raised by one cam, the former resting

on ball bearings.

Lubrication is by a force feed hand pump, all bearings being kept lubricated by a series of scientifically constructed by-passes. Ignition is of the jump spark type, by Bosch H. T. magneto, which sets in a well protected position and is securely fastened to the crank case. It is driven by case hardened steel gears directly connected with the matter traffic. directly connected with the motor shaft.

The driving mechanism is of the undergeared type, that is to say, the crank shaft is fitted with a toothed gear which meshes with the belt pulley. The latter's inside periphery is also geared and runs on a bearing of its own, which is further attached to a steel sliding plate held in

position by a vertical worm gear, allowing the belt tension to be altered while one is riding.

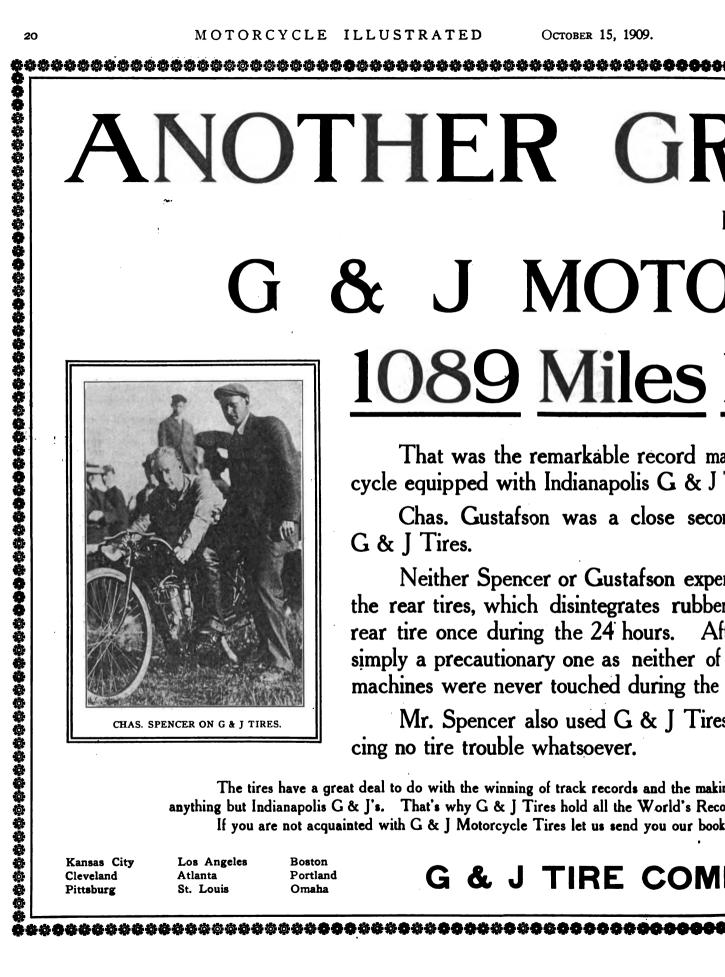
This method of undergearing allows a larger driving pulley on the motor and a smaller on the rear wheel, thus keeping the belt well away from mud, dust, etc. At the same time, owing to the fact that the pulleys are nearer an equal size, the belt gives much more satisfaction, both in length of life and transmission power.

Several deliveries of 1910 models have been made and the N. S. U. Company is prepared to fill orders immediately.

San Antonio, Tex.—The makers of the Armac have a hustling agent here in the person of R. C. Crist, who is making the most of the wonderful boom which the motorcycle is experiencing in the Lone Star State.

A leather tire for motorcycles is about to be placed on the market by the King Leather Tire Company, Milwaukee, Wis.

# J MOTO 1089 Miles I



That was the remarkable record made cycle equipped with Indianapolis G & J Tir

Chas. Gustafson was a close second.

Neither Spencer or Gustafson experier the rear tires, which disintegrates rubber as simply a precautionary one as neither of th machines were never touched during the ent

Mr. Spencer also used G & J Tires in

The tires have a great deal to do with the winning of track records and the making o anything but Indianapolis G & J's. That's why G & J Tires hold all the World's Records-If you are not acquainted with G & J Motorcycle Tires let us send you our booklet:

G & J TIRE COMP.

# EAT VICTORY

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# RCYCLE TIRES 39 Yards in 24 Hours

by Chas. S. Spencer, at the Springfield Stadium track, on an Indian motor-s.

overing 1043 miles and 199 yards in the 24 hours. Gustafson also used

ted a particle of tire trouble. On account of the continuous spray of oil on a destroys its elasticity, each rider, as a matter of precaution, changed his he rear tires had been removed it was clearly proven that the change was tires showed any weakness, and very little wear. The front tires on both the distance.

the F. A. M. Endurance Run in which he made a perfect score, experien-

hat's why they have won all the F. A. M. Endurance contests.

wing the various styles, also our line of useful sundries for the motorcyclist.

NY, Indianapolis, Ind.

Minneapolis
Detroit
Chicago

New York
San Francisco
Denver

Buffalo Philadelphia Toledo, O.

# VETERAN RIDER ENTERTAINS OVER A SCORE OF HIS CHICAGO FRIENDS.



Line-up of Mr. Freeman's Guests-Mr. and Mrs. Freeman On An Excelsior.

Dr. W. M. Freeman, of Crystal Lake, Ill., a purchaser of one of the first Excelsior Auto-Cycles, appreciates his machine, not only from a standpoint of its utility, but also from the pleasant asquaintanceships its riding has produced. To show this appreciation, a year ago he invited a number of the Chicago Excelsior riders to partake of his hospitality at his home at Crystal Lake, and on that occasion eleven Chicagoans made the trip and partook of a fine dinner.

trip and partook of a fine dinner.

This year he decided to break all previous records, and the invitation list was numerically over twice that of last year. Twenty-five members of the clan

At a recent meeting of the Western District, Federation of American Motorcyclists, at the headquarters of the Indiana club in Indianapolis, J. C. Rockerts, of Indianapolis, was elected treasurer, and C. F. Ball, also of Indianapolis, secretary.

Rules and regulations very similar to those of the Eastern district were adopted. It was suggested by one of the members from Cincinnati that Kentucay should be placed in the Western district owing to the fact that a large number of members of Cincinnati clubs live in Kentucky, while quite a number of Louisville club members live in Indiana.

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Some of Detroit's dyed-in-the-wool joyriders took a trip to Pine Lake, a week ago Sunday, returning via Pontiac—a total of about sixty miles. There were fourteen in the party. Between quicks and and a plank road, consisting mostly of missing planks, things were interesting. While going around a turn in the

Excelsior gathered at the retail store of the Excelsior on Michigan avenue, Chicago, at 7 o'clock Sunday morning, the 3rd inst., and arrived at Crystal Lake a little after eleven o'clock—that is, all but the one who ran astray. Here they met with a hearty welcome.

met with a hearty welcome.

Mrs. Freeman, who is herself an enthusiastic participant in many of the Doctor's travels, threw open her house to the hungry horde and they proceeded to shed dust all over the establishment. By the time the boys were cleaned up and in presentable condition the dinner was announced, and did they go at it? Well, some!

The Doctor, who, when he can find time

road Butler hit a dog. A stout post was the only thing that saved Jim and his joy-bus from going into a six-foot ditch. He was a doleful sight as he sat in the middle of the pike.

He was a doleful sight as he sat in the middle of the pike.

At Pine Lake, by way of variety, Hunter tried riding a pony bare-back. The cayuse promptly threw him off. Roy said he wasn't used to such a short wheel-base. Two of the boys were caught by country marshals for not having State licenses. The only mechanical troubles were a puncture, commutator spring adjusted, and a couple of bent cranks.

A new law affecting motorcycles goes into operation in Michigan Jan. 1, requiring the payment of a \$3 license fee. Hereafter licenses will expire the first of the year.

At the last meeting of the Linden Club, of Brooklyn, the following officials were elected: President, Harold Fletcher; vice-president, F. W. Scharen; treasurer, Argyle Pollock: secretary, Walter Savery; captain, W. E. Finley. between his lucrative country practice and the motorcycle, is also an enthusiastic sportsman, had levied tribute on Crystal Lake and the surrounding marshes, with the result that the leading feature of the dinner was a choice collection of Mallard and pin-tails, roasted and stuffed in a way that would meet the approval of the most hypercritical.

There was not a jarring note in the day's events, even the weather having been apparently made to order, and it may be safely stated that Dr. Freeman's duck dinner will be a topic of conversation and pleasant memory on the part of twenty-four appreciative members of the Excelsior clan for a long time.

The following were appointed: First lieutenant, Ellsworth Bennett; second lieutenant, W. Savery. Board of governors—W. E. Finley, Ellsworth Bennett, Frank Miller and Wm. Berman.

**36** 

The Consolidated Motorcyclists, Keene, N. H., are about to move into new headquarters. At the annual meeting of the club last week a new set of officers was elected as follows: President, G. W. Scott; vice-president, Fred S. Morse; secretary, Elliot Willard; treasurer, Leon Allen; executive committee. Harry C. Dean, C. C. Wilber and G. Fred Little; captain, G. Fred Little; first lieutenant, H. C. Dean; second lieutenant, Clinton F. Harder.

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The Houston Light and Power Company, recognizing the necessity of getting a repair man to the scene of a fire or other trouble immediately, has purchased two Excelsior machines from C. L. & Theo. Bering, Jr.



# ANNOUNCEMENT

# To Manufacturers of Motorcycles Jobbers and Dealers

¶ We are now in a position to make immediate delivery of Motorcycle STANDARD CLINCHER STEEL RIMS in all sizes, punched and countersunk as requested.

¶ We are the largest factory in the United States devoted exclusively to the manufacture of Rims.

¶Our rims are made somewhat stronger than those formerly used.

¶ All our rims are inspected by and bear the stamp of the Rim Association as standard.

Samples will be Sent on Request

WE ARE CARRYING A LARGE STOCK OF COMPLETE SIZES IN NEW YORK AND CHICAGO FOR IMMEDIATE DELIVERY

American Stepney Spare Wheel Co.

1773 Broadway

New York

# BELTS—HOW TO OBTAIN THE BEST RESULTS

By Alfred H. Bartsch.

I know from the many orders and letters we have received that there will be a big demand next season for rubber and canvas belts. This year the rubber belt has practically been in embryo, as far as this country is concerned, and yet those who have tried them have, almost as a whole, declared that there is no better type of transmission.

Many chain enthusiasts, and they are

particularly stubborn, have come over to the rubber belt, and acknowledged themselves converted. There seems to be a Pullman car ease to the motorcycle so equipped, as the motor pulsations, which are transmitted to quite some extent on chaine drive machines, are wholly eliminated by the use of a belt, particularly

the rubber and canvas variety.
Of course, rubber belts do not wear as long as the leather ones, or as long as a chain, but one must consider that dura chain, but one must consider that during their life they give no trouble whatsoever, if they are properly treated. We receive complaints now and than in reference to belts, but I believe that as soon as the boys become better acquainted with the new transmission, and learn to treat their belts properly, the rubber belt will become exceptionally popular, because this transmission is so simple. The belt can be lengthened or shortened, or repaired when broken, very easily and with few tools.

Most of us know that a rubber belt

needs no dressing whatsoever, and should be kept free from all oily substances. Cleaning should be done with a water-moistened rag. The belt should not be fitted too tight over the pulleys. The proper tension should bring the belt just taut enough to insure no slip, but under no conditions should a rubber belt be applied as tightly as the leather variety. I have gotten 3,000 miles out of a rubber belt on a high powered twin, used in all

when fitting the fastener to the belt, great care should be used in selecting a good one, not one which grips the extreme end of the belt, but one which takes a good long bite on the belt ends. When you place the fastener in position and screw it down, put the belt on the

pulleys, and turn the motor over till the fastener sets in the rear pulley; then, with a large screw driver, send the screws further home, and screw them down as far as they will go. This will prevent the swinging of the fastener, and consequently the pulling out of the belt. I have noticed, while on the road, that when a belt had pulled out because of a fastener being loose, the rider often cut off the end of the belt, inserted the fastener again, and went on his way. This is exceptionally detrimental to a rubber belt, because it is shortened by the pull-out, and the rider does not make allowance for the piece he has cut off. When a belt pulls out, either the back wheel should be adjusted to make up the difference, or a new piece of belt in-serted with an extra fastener. Some-times, when the ends of a belt at the fastener become frayed, it is a decidedly good move to cut the frayed ends off, possibly two or three inches at each end, and fill up the gap with an extra piece of belt and a fastener. This does not effect the transmitting power of the belt to any extent, and will considerably lengthen its life.

I also notice that on some of the twins using 11/8 in. belts, the boys have trouble in making the single screw fastener hold. I know of a firm which makes a particularly good fastener for this size belt. It contains four screws instead of two, but the fastener can be used only on the 1½ in. belts, and on machines incorporat-

ing large pulleys.

When removing the belt for any cause whatsoever, particular attention should be paid to the direction in which way the belt is run. Rubber and canvas should always be run in the same direction, because, by turning them about, the strain of the belt is reversed, and the canvas is liable to separate from the rubber, causing the rubber to crack.

In order to obtain the best service from

your belt, use a good belt punch. Abandon the idea that a nail and hammer will make a good enough hole, and do not under any circumstances use an awl to bore a hole for the belt-fastener screw. There are good belt-punches on

the market, especially for rubber belts, and I would advise their use. They push their way through the canvas, without cutting into it, a very important point. Furthermore, they are triangular in shape, and the hole must be punched perpendicularly through the belt and in the centre, as the belt fits perfectly into the orifice which is made for it. Then making a hole with the punch, always cut it into the centre of one of the rubber blocks, and not so that it comes out into one of the grooves on the bottom of the belt. This puts more material before the fastener screw and pulling out is less likely. I have had many occasions to try belt rims and pulleys with a special belt gauge, and have found quite a number of rims out of the true 28 deg. angle. Some are smaller in width than the belt, some correct two-thirds the way, but spread too much at the top, while others are too large at the apex of the angle, and about right at the edge of the pulley. These conditions cause uneven strain on the belts; the bottom part does service, the top not, or vice versa, consequently the canvas pulls away from the rubber and causes cracking. Adjustable pulleys are very detrimental to rubber belts, if are very detrimental to rubber belts, if they are not adjusted properly. When coming to a hill, if one opens the ad-justable pulley so far as to allow the rubber belt to run on the bottom of the pulley, it will cause the belt to slip, inducing considerable friction. On the other hand, when setting the pulley up tightly, so as to obtain a high gear, one should never close it so far as to cause the belt to set outside of the pulley edge. Undue friction caused by slipping on account of a too loose belt, or too wide a pulley, will raise "Old Harry" with rubber belts, as will also overheated motors.

For those who are ambitious enough to convert their machines to V-belt drive, and for those who are making up their own machines, the following belt sizes are required for different horse powers: % in. up to 3 h. p.; % in. up to 4 h. p.; 1 in. up to 6 h. p.; 1% in. up to 8-10 h. p. Don't overload your belt under h. p. Don't overlany circumstances.

"26-inch magneto is the best I ever rode and takes two of us anywhere we want to go in Canada." 38

C. E. Brown, of Parsons, Pa., has returned from a 600-mile trip through New York State. He passed through Syra-cuse, Cornell and Elmira and was away a week. He made the run without any accident of note, not even a puncture. He rode an M. M. machine.

36

Four of the prizes offered by the San Francisco Evaminer in its motor contest are motorcycles, and the prospect of winning one of the two-wheelers has materially added to the interest which com-petitors are taking in the progress of the struggle to land at the top of the list.

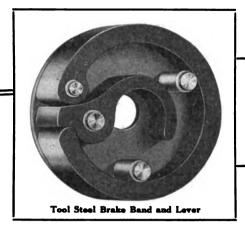


The accompanying photograph is that of Charles E. Parker, one of the leading motorcycle enthusiasts of Los Angeles, Cal., and was taken at Tyrone, Ont.. Canada, where he is at present enjoying his Excelsior, the roads, the climate and other beauties of the community.

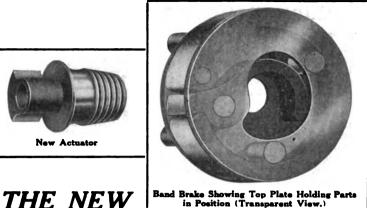
It would appear that Mr. Parker has

so thoroughly appreciated some of these beauties that he has appropriated them unto himself. Certain it is that when he passed through Chicago late in July, en route for Canada, he had no such pleasant companion, nor did his machine show any signs of being built for two.

Mr. Parker sent this photograph to a friend in Chicago, with the statement that he was just ready for a sixty-mile joy ride to Port Hope and back. He follows it with the declaration that the







# NEW DEPARTURE

INTERNAL EXPANDING BAND COASTER BRAKE For MOTORCYCLES-THOROUGHLY DEPENDABLE

# BECAUSE IT IS:

POWERFUL---Will stall high powered motors POSITIVE---Responds instantly to back pedal pressure

PRACTICAL---Efficiency has been proved by severe road tests

Will not bind or lock. Will not cut into brake drum Will not "feed up" or drag pedals when coasting Will not fail to operate because of overheating

THIS IS THE BRAKE YOU OUGHT TO HAVE IT IS THE BRAKE YOU WILL HAVE AFTER YOU HAVE LEARNED WHAT IT IS. WRITE FOR FOLDER

The New Departure Mfg. Co., Bristol, Conn.

Coaster Brake Licensors

# Stubbs Wins at Memphis—Other Racing News

Memphis, Tenn.—Bobby Stubbs, of Birmingham, Ala., won every event at the fair, September 30th, and broke his own record for the track, a mile against time, going the distance in 0:55%. His former record was 58 seconds, made last

year. The summaries:
Ten-mile Handicap—Stubbs (Indian)
first, scratch; Joyce (Indian) second; one-eighth mile; Griffen (N. S. U.) third, one-eighth mile. Time, 9:35.

Mile open, flying start. Stubbs (Indian), first; Joyce (Indian), second. Time, 1:05.

Mile, flying start, against track record. Stubbs, on an Indian, won. Time, 0:551/2, Two mile, open, flying start. Stubbs (Indian), first; Joyce (Indian), second; Griffen (N. S. U.), third. Time, 2:09.

Stubbs made another clean up Satur-

day. The summaries:
Two mile open—Won by Stubbs, Indian; second, Joyce, Indian; third, Sweet, Indian. Time, 1:08 4/5, 2:141/2. One mile against time, flying start-y Robert Stubbs, Indian. Time By Robert 0:56 4/5. Time.

Five miles handicap-Won by Stubbs, Indian (scratch); second, Sweet, Indian (1/2 mile); third, Joyce, Indian (1/8 mile). Time, 5:07 4/5.

Eight thousand persons witnessed the motor races conducted on the State Fair Park track at Milwaukee Saturday, Oct. There were two motorcycle events. In the ten-mile race Oakley Fisher, though second, made a fine ride on a 4 h.

Harley-Davidson, making the distance in 10:15, good time for a single on a dirt track. In the ten-mile race, Harvey Bernard was going fine when he threw a tire off of his 7 h. twin and by clever head work prevented an accident. The sum-

Five-mile Handicap-First, Frank Ollerman, 4 Harley-Davidson (handicap 1:40); second, Ray Milbrath, 4 Harley Davidson (handicap 1:40); third, Ralph Sporleder, 5 Indian (handicap :45); fourth, Oakley Fisher, 7 Harley-Davidson (scratch); time, 6:15; scratch man's time, 4:491-5.

Ten-mile Handicap-First, G. W. Cook, 5 Indian (2 m. 20 s.); second, Oakley Fisher, 4 Harley-Davidson (1 m.); third, Ralph Sporleder, 5 Indian (1 m.); fourth, Frank Ollerman, 4 Harley-Davidson (2 m. 50 s.); time, 11:08; fastest time, Oakley Fisher, 10:15.

On the last day of the San Luis Valley Fair, held in Monte Vista, Colo., September 28 to 30, the program included two motorcycle races. The first was a five mile for 3 horse machines, and was hothy contested by Arthur and was hotly contested by Arthur Frownfelter and L. G. Burr, both riding R-S machines. Frownfelter won by only a few lengths. The next race was a five mile handicap. C. B. Stutsman (4 R-S) was scratch man, and L. G. Burr, Arthur Frownfelter and John Smith, all riding 3 h. R-S machines, had 300 yards. In the second mile, Smith broke his chain and dropped out. About this time, Stutsman began to

gain on the 300 yard riders. In the last half of the fifth mile he passed the leader and won the race by several lengths.

Waukegan, Ill.—C. Olson won the tenmile race at the Libertyville mile track September 26 in 11:59. A. H. Crocker was second and L. Galitski was third. In the twenty-five-mile race, Roy Yeo-man of Waukegan, finished first. Emil man, of Waukegan, finished first. Perkowitz collided with Charles Ferguson on the twenty-fourth lap and was badly cut about the legs. J. S. Thorne won the free-for-all ten-mile event in 12:35. W. L. Walsh was second in 13:25, Roy Yeoman third, 13:29, and J. Blankenheim fourth.

The five-mile motorcycle race was one of the most interesting events of the day at the Fair Park track, Dallas, Saturday, September 25. Three machines were entered, two twin Indians and one single Excelsior. The distance was five miles and the Excelsior was given a handicap of a quarter of a mile. The Excelsior was ridden by Lewis Clark, and the two Indians by C. Herling and E. J. Morris, respectively. Herling won, while Morris, on the second Indian, passed the Excelsior just before the wire was reached.

The Rochester club conducted a series of races Oct. 3 on the Latta Road track. A. D. Cook won the free-for-all race for single cylinder machines, and defeated Stauder in the handicap event.

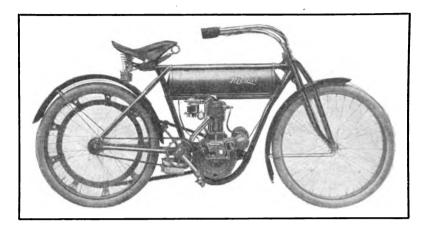
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# MERKEL-COMFORT

R R M G E



O R K S

CHICAGO, Ill., Sept. 11, 1909.

MERKEL-LIGHT MOTOR Co., POTTSTOWN, I'A.

GENTLEMEN: The writer, in company with Mr. E. I'. Lake, has just completed a trip from Chicago to St. Louis and return, on "Merkel" Motorcycles. Will say, from my own observations and experience, that this trip could not be undertaken with anything like comfort on any machine but a "Merkel."

comfort on any machine but a "Merkel."

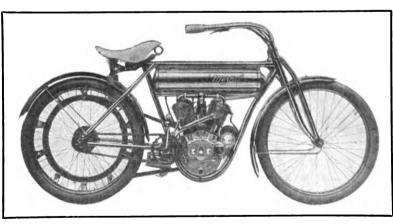
The SPRING FRAME and CUSHION FORK absorbed every particle of road shock, and rough roads were like Boulevards to us. The Ball Bearing Motor seemed to have an unlimited amount of speed and power, both on hills and in sand. Nothing is more exhibitaring than to shoot to the top of a long, steep hill with undiminished speed, and know that you have a Motor under you that is not going to die half way up.

I took more pleasure riding on this trip than any trip I have ever gone on.

Yours respectfully, J. E. STARR.

# MERKEL-SPEED

Ascot Mile Dirt Track Los Angeles California September 9th 10 Miles, 9.17<sup>3</sup> 5 Miles, 4.35 .523 1 Mile,



Los Angeles

Coliseum

**Board** 

Track

September 13th

1 Mile, 44 Sec.

THAT'S THE KIND OF MACHINE YOU WANT, MR. RIDER WRITE FOR CATALOG

MERKEL-LIGHT MOTOR CO., Pottstown, Pa.

## MOTORCYCLE MART-IT SELLS THE STUFF

Buy; Sell; Exchange. Two Cents a Word. Cash With Copy

## FOR SALE OR EXCHANGE

FOR SALE—"Roe" motorcycles, one single cylinder and one twin cylinder, both fitted with free engine and two-speed device. A bargain; both in first class condition; practically new. Write to Edw. F. Leinbach, Box 838, Reading, Pa.

TWENTY-FIVE DOLLARS REWARD—FOR THOR MOTORCYCLE STOLEN SEPTEMBER 16, AT WICH-ITA, KANSAS. MOTOR NO. 6933. FRAME NO. 1963. COLOR, FRENCH GREY. 2-H.P. STRAIGHT TOP FRAME, NOTIFY HOCKADAY MOTORCYCLE COMPANY, WICHITA, KANSAS.

FOR SALE—New 1909 Harley-Davidson motorcycle; magneto ignition; belt drive; Goodrich white face, ribbed tread tires; butt end tubes. Address, C. B. L., care of MOTOR-CYCLE ILLUSTRATED.

WANTED-Seven Horsepower Twin. J. Eblen, Chatta-neoga, Tenn,

FOR SALE.—New 1900 twin Indian 5 h.p.; loop frame; Bosch magneto; chain drive; price \$175. A. G. Lucking, Perham, Minn.

FOR SALE—1909 M. M. Special, in AI condition, bought new in July; equipped with V-belt, Columbia searchlight and luggage earrier; first check for \$135 takes this bargain. R. H. Sherwood, care of Waldron & Riordan, So. Norwalk, Conn.

FOR SALE—New 7-h.p. M-M Twin, Magneto, just received, never uncrated; sickness; only \$245. James Clenny, Kansas City, Mo.

## Ride All Night If You Need To!



But see to it that your machine is fitted with the new SOLAR motorcycle lamp and generator. That is the one outfit that will make your night riding safe. Ask any rider who has one what he knows about the Solar. It's dollars to cents he can't be induced to use anything else. Do you feel the same way about your present equipment?

## THE BADGER BRASS MANUFACTURING CO.

TWO FACTORIES:

KENOSHA, WISCONSIN 437 ELEVENTH AVE., NEW YORK FORE CAR, with M. & M. motorcycle, like new; cost \$300; will sell for \$175; your chance. E. J. Ballou, P. O. Station T., Brooklyn, N. Y.

FOR SALE—Excelsior 4-h.p. motorcycle with extra tire, stand, luggage carrier, lamp and horn; good as new; a bargain at \$150. Address 1626 22d street, Two Rivers, Wis.

FOR SALE—1909 M. M. 3½ h.p. Magneto Special, run less than 300 miles; perfect condition, must sell at once; no reasonable offer refused. G. M. Greene, 2127 Michigan avenue, Chicago, Ill.

### AGENTS CARDS, ETC.

MOTORCYCLE TONNEAU—DUCK'S PATENT, CUSH-ION-SPRING, TANDEM ATTACHMENT, CARRIES EX-TRA RIDER WITHOUT JOLT OR JAR. SEND FOR CIRCULAR. A. W. DUCK, OAKLAND, CAL. MENTION "MOTORCYCLE ILLUSTRATED."

FOR SALE—A number of shop-worn and second-hand motorcycles, including Excelsiors, Indians, New Eras and Reliance. Send for full descriptions and make offer. Kellington & Dieckhoff, Decatur, Ill.

FOR SALE—1909 3½-h.p. M-M, Bosch Magneto, and extras, cost \$247, used only 200 miles by experienced rider; \$175. Architects & Engineers' Supply Co., Kansas City, Mo.

MOTORCYCLES thoroughly overhauled and repaired; agents for Thor and Excelsior motorcycles; supplies and sundries. Brazenor & Ruderman, 849 Bedford Avenue, Brooklyn, N. Y.

M-M and R-S MOTORCYCLES—East End Cycle Co., Highland & Beitler, near Centre avenue, Pittsburg, Pa.

FOR SALE—New 5-h.p. twin Indian, \$200; second-hand 5-h.p. twins, \$125 up; singles, \$75 up. F. B. Widmayer Company, 2312 Broadway, New York City.

SECOND-HAND M. M. BARGAINS—Exhaust Whistles, Hand Idlers. M. M. Branch, 895 Main street, Buffalo, N. Y.

DISCOVERED—The motorcyclists' best friend on a windy night. A positive stormproof lamp lighter, once used, never without; finest thing in the world for smokers; only 25 cents. Tiger Cycle Works Co., 782 Eighth avenue, New York City.

B. & C. Two-Speed and Free Engine Gears; Ideal equipment for Motorcycles. Bushnell & Cannon, 1268 E. 80th place, Cleveland, Ohio.

WE WILL store motorcycles for the winter for \$5 per machine. Repairs made and parts furnished at reasonable rates. Stamford Motor Cycle Co., Stamford, Conn.

RALEIGH, N. C.—The sheriff's office has received a letter which instructs the officers of this county and all other counties in North Carolina that a motorcycle comes under the same provision, as to licenses, as automobiles. Therefore each motorcyclist will be required to carry a license tag as an automobile and pay the same fees. The tag must be conspicuously shown and visible at all times. The license fee is five dollars.

## PFANSIEHL (OILS FOR MOTORCYCLES Are Guaranteed Absolutely for 5 Years

Our parented system of Pancake winding explains this, and also the wonderful efficiency of all Pfanstiehl Coils. Three reasons for our creat negotiarity:

Indestructibility Reliability Price
PFANSTIEHL ELECTRICAL LABORATORY, North Chicago, III.

## Talk No. 2

# To The "Live" Agents in Unoccupied M.M. Territory

In our last advertisement in this paper we talked about our 1910 plans. That talk was convincing. It was fact, every word of it. And we have been busy ever since answering questions. It seems a difficult matter for many persons to believe that we—or any other motorcycle manufacturer—can afford to spend from \$35,000 to \$50,000 in an advertising campaign for 1910. We shall be specific. But first just a few words about the new M. M.

It is one corking good machine. There is not a thing on the market that can touch it with a tenfoot pole. We've had it out on the road—and we know. Every new feature has been thoroughly tested out, and the old ones have been improved. What is more, in one month from today we shall begin to make deliveries.

If the machine was not good enough to have our wholehearted backing we would hesitate a long time before announcing an advertising and selling campaign of the magnitude we contemplate. But the machine is here. We have the utmost confidence in it. We know it will make good, and we'll back it to the limit.

Past experience has fixed the fact that we can spend \$10 for advertising on each motorcycle we manufacture. We have ordered castings, forgings, etc., enough to build 3,000 machines of one model and 500 of another. These 3,500 machines will give us our minimum of \$35,000 for advertising purposes.

We fully expect the demand for M.M.'s will exceed this number by many hundred. We hope it may by another thousand. Every additional motor made gives us another \$10 to spend.

This minimum of \$35,000 will be spent all over the country. The trade papers will get some of it. Magazines devoted to outdoor life, such as "Field and Stream," "Recreation," "Outing," "Country Life" and others will all carry M. M. advertising. The general magazines, both monthly and weekly, "Saturday Evening Post," "Collier's," "Everybody's," "Munsey's," etc., will also carry considerable of it. During show seasons and other special times the daily papers will get their share.

All of this is bound to sell M. M. Motorcycles. The factory is there with the goods—the machine that will make them all sit up and take notice. And a good machine, backed with a liberal advertising campaign, can't be anything but a successful seller. Our advertising is going to help us sell our output, but it is going to help our agents as much as it will us. As an M. M. agent you will get the direct returns from every dollar we spend.

Our proposition is good. Good enough so we can select out agents. We want live men—hustlers who can make money for themselves, and us. There is territory aplenty. Some of it where the riding season lasts all the year round. Get it now. Make up your mind at once, and write us immediately.

## AMERICAN MOTOR CO., 716 Centre St., Brockton, Mass.

DISTRIBUTING STORES:

American Motor Company, 218 Clarendon St., Boston, Mass.; Geo. P. Jenkins, 10 W. 60th St., New York City; L. E. French, 895 Main St., Buffalo, N. Y.; G. M. Greene, Mgr. Am. Motor Co., 1536 Michigan Ave., Chicago, Ill.; American Motor Co. of Texas, M. M. Building, Dallas, Tex.; Lincoln Holland, 1034 So. Main St., Los Angeles, Cal.



## NOT AN EXPERIMENT BUT A PROVEN SUCCESS

THE

# BAND BRAKE

For Belt or Chain Drive Motorcycles is Superior to All Others in

Principle, Strength and Reliability

C-O-R-B-I-N SPELLS BOTH QUALITY AND WORKMANSHIP

AGENTS AND RIDERS— Handle and Use a Brake Whose Success Has Been Demonstrated by Thousands. Quotations on Request by Thousands. Quotations on Request.

## The CORBIN SCREW CORPORATION

Licensed Coaster Brake Manufacturers

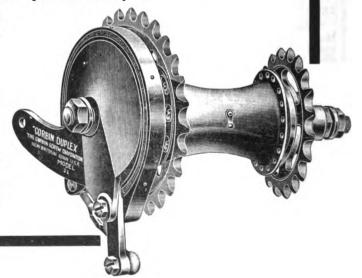
NEW BRITAIN, CONN., U. S. A.

THE CORBIN SCREW CORPORATION OF CHICAGO

107-109 Lake Street

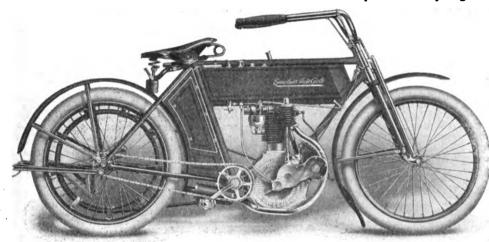
Chicago, III.

WAREHOUSES-106, 108, 110 Lafayette St., New York; Northwest Corner Eighth and Arch Streets, Philadelphia, Pa.



## A RECORD OF STEADY SERVICE

If you have read the reports of road and reliability runs, you must have noted the prominence of the EXCELSIOR AUTO-CYCLE. It has taken part in every big road test of the year and



has held a prominent position in the perfect score list every time.

This tells the Story of **EXCELSIOR OUALITY** 

The Quality that Makes Good Every Time.

We are already receiving many applications for 1910 territory.

Better Get Busy.

EXCELSIOR SUPPLY COMPANY

8 7 233-37 Randolph St. CHICAGO, ILL.

## Has Ridden Over 4,000 Miles on These Tires—Tread Not Worn

## See What a Perfect Tire This Is

A. L. Olds of Toledo, Ohio, writes this about his experience with Goodyear Tires:

"About two years ago I got a pair of your 2½ x 28 inch Motorcycle Tires for my demonstrating Wagner tandem, and I am pleased to say that these are still on the machine after covering 4,000 miles over all kinds of roads, with two persons the greater part of the time, and often a total weight of over 550 pounds.

"These tires are now in better shape than many which I have seen which have not been in use two weeks, and covered not to exceed 400 miles, with a single rider.

"The corrugations are not quite worn out of the middle of the tread, and there is not a cut, scratch or bruise in the casings, although I have run over newly crushed stone roads for miles, and have en-countered all the usual objects

in the city streets, such as broken glass, tin and cinders, but fortunately I have had no punctures."

## The Toughest, Yet the Easiest Riding

The Goodyear is really the lowest priced tire. It will outwear several pairs of ordinary tires, because the cover stock is made of toughened rubber, built for the extreme of wear, yet still retaining its resiliency. This is strengthened by the casing—moulded type—which has four plies of the most durable, most closely woven fabric known. This is the famous Sea Island fabric, which costs 55c. a yard. We could use common muslin at 5½c. a yard. But it requires 300 pounds to break this fabric, while common muslin breaks at 40 to 60 pounds. Hence it wouldn't do for

GOOD YEAR Moulded Clincher Motorcycle Tires

The construction of this Sea Island fabric is such that if a Goodyear Tire is cut or jagged by sharp stones or other obstacles it can be repaired easily. The fabric being so closely woven it does not separate. And Goodyear Motorcycle Tires can be permanently repaired.

The tube is of the same stock we use in our famous Red Seal Automobile Tubes. Butt end or endless type.

The only rubber used in Goodyear Tires is the finest of new Para. We could use cheaper grades that would cost but a fourth of what we pay. We could even use "reclaimed" rubber from the junk pile, that we could get for next to nothing. With all their strength and durability Goodyear Clincher Motorcycle Tires are the most resilient, easier riding. We can furnish them in either single or double clinch. Write for sample section. Get our special agency proposition.

## THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio

Branches: Atlanta, 90 North Pryor St.; Boston, 669 Boylston St.; Chicago, 82-84 Michigan Ave.; Buffalo, 719
Branches: Main St.; Cincinnati, 317 E. Fifth St.; Cleveland, 2005 Euclid Ave.; Denver, 28 W. Colfax Ave.;
Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia,
Broad and Fairmount Aves.; Pittsburg, 5988 Center Ave.; San Francisco, 506 Golden Gate Ave.; St. Louis, 3935-37
Olive St.; Washington, 1026 Connecticut Ave.



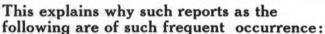
## Morgan & Wright Tires Are good tires

Bother with Cracked Treads and Separated Fabric Plies is Unnecessary

## Morgan & Wright Motorcycle Tires

are Positively Proof Against Such Trouble

Our tires are made out of the most tenacious, resilient rubber known—the pure Para gum, which comes directly from the Amazon region. Such rubber, after being subjected to our special wrapped-shaped method of construction (not the ordinary moulded method now in common use), has no tendency to crack or separate. even under the severest usage.



SAN FRANCISCO, CAL., Sept. 19.—Balke established new Tanforan track record for 1 mile—time 54%, and broke all of the track records from 1 to 5 miles in the five-mile, free-for-all. He rode Morgan & Wright tires.

MILWAUKEE, Sept. 27.—Morgan & Wright tires won 6 out of 7 events at the Motorcycle Race meet. Fort Collins, Colo., Sept. 29.—Morgan & Wright tires won all 7 events on the race meet program.

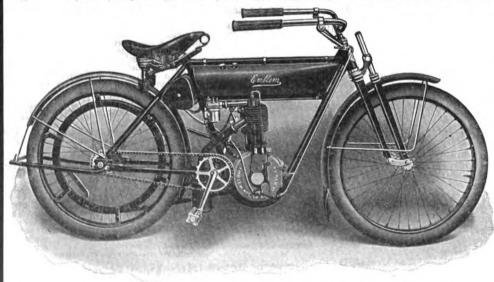
All the fastest riders swear by them.

MORGAN @ WRIGHT, - Detroit

## 29 DAYS A MOTORCYCLIST

EMBLEM RIDER MAKES GOOD IN

## F. A. M. National Endurance Run



Mr. Heil secured a Perfect Score on a machine that had been finished only the Sunday before, and had not been tried out before. There's dependability for you.

The performance of the EMBLEM in this run proved conclusively that this machine has the strength to get there with the best of them. One of our Trade Riders had a Perfect Score, and the other lost only 15 points, because of his having to ride on a flat tire for several miles.

3½ H.P. \$175.00

4 H.P. \$200.00

Write for our catalogue and our Agency proposition

EMBLEM MANUFACTURING COMPANY,

ANGOLA, N. Y.



## H. & F. MESINGER MFG. CO.

## **Announcement for 1910**

## To the Trade and the Rider:

The success which we have had during the past year has greatly exceeded our expectations. There has been a truly remarkable and constantly increasing demand for the exclusive features found in Mesinger Saddles, with their Patent Spring System and Fibre Friction Shock Absorbers.

Nothing can test the comfort-giving qualities more thoroughly than your experiences while touring. Nothing can add more to your enjoyment of riding than the presence of the qualities found exclusively in Mesinger Motorcycle Saddles.

THOUSANDS OF RIDERS Have found in the Mesinger Saddle their exact Requirements, namely, CORRECT SHAPE, and the ABSENCE OF SIDESWAY, REBOUNDS AND VIBRATION.

These have been secured under the most adverse conditions by the users of the Mesinger Cavalry No. 3, and the larger models for heavier riders.

We are ready to furnish our complete line for 1910, with a number of important changes guaranteed to add to the durability of our product.

THE H. & F. MESINGER MFG. CO., 1801-1803 FIRST AVE., NEW YORK

# TWO REASONS WHY you should use



## SPARK PLUGS



"Spark in Water," which means they will spark in the cylinder under any and all conditions, for water is the worst of all short-circuit other plugs, which proves they are inferior. Reliance is the one plug that is recognized as mechanically correct.



The "Sparkling Point" is a hair-like platinum wire, baked into the porcelain insulator, and being so small that the spark is concentrated and intensified to such a degree that the heat and scouring action of the spark removes all fouling matter around that point. Soot accumulates on other plugs and necessitates cleaning. Cleaning entirely unnecessary with the Reliance Plug.

## JEFFERY-DEWITT CO.

Spark Plug Manufacturers
230 HIGH STREET, NEWARK, N. J.

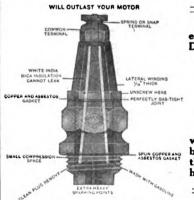
S. & F. Stephenson, Agents for United Kingdom, 19 Canning Place, Liverpool, Eng.
Armand Frey & Co., Agents for Continental Europe, Berlin, Germany.

## THE GREAT SUCCESS

# SPLITDORF Motorcycle Plug

is due to its giving Unqualified Satisfaction

It gives unqualified satisfaction because it is made especially for Motorcycle work and the most expert riders say there is no other Plug that gives such good results,



Don't be caught empty - handed, Mr. Dealer

Be ready to sell a

## SPLITDORF Plug

when it is asked for by having a stock of these famous Plugs on hand.

## C. F. SPLITDORF

Walton Ave. and 138th St. New York



A GOOD, dependable lighting system is worth more than all the accident insurance you could buy.

Feeble oil lamps and treacherous gas generators invite accident, danger and expense, and are a nuisance to operate.

Most experienced automobilists have discarded all other equipment and adopted Prest-O-Lite. Motorcyclists are doing likewise.

With Prest-O-Lite there is no uncertainty, no tinkering, no dirty work. The flame is always steady-doesn't flare up nor die down. Turned on and off like a gas jet.

In automobile service, Prest-O-Lite has proven that it costs little if anything more than portable generating systems.

The Prest-O-Lite Motorcycle Gas Tank is 12 in. long and 4 in. diameter. Weighs 7 pounds. Holds 10 ft. of gas-40 hours of light.

PRICE \$10 FULL TANK 60c.

Thirty-day trial plan. See your dealer, or write us.

The Prest-O-Lite Co., 246 E. South St., Indianapolis, Ind.

Branches at New York, Boston, Philadelphia, San Francisco 3.000 Exchange Agents

## SPARK COILS, SPARK PLUGS, SWITCHES, TIMERS AND DISTRIBUTERS AND MAGNETOS

MADE IN AMERICA

HAVE NO SUPERIOR IN THE MARKET



Motorcyclists: You cannot afford to use inferior goods

No matter what make motorcycle you use. It is the spark that does the business, therefore use Pittsfield Ignition. Remember that our coils are the most efficient, giving you the hottest, fattest spark possible and shoots it where it will give the best results every time. We have coils for any number of cylinders required—we make either flat or torpedo heads. The Pittsfield Spark Plug is the Best Made. The mica insulation will

not crack, it being so perfectly made that the mica is virtually solid electrodes; are so prepared that they afford the greatest resistance to the high tension current. No matter whether it is for motorcycles, cars, boats or aeroplanes—insist on having the best, which is the Pittsfield System.

Write for Particulars, Catalogues, Price Lists, Etc.

PITTSFIELD SPARK COIL CO., Dalton, Mass.

Sales Representatives: New England, W. J. Connell, 36 Columbus Avenue, Boston. Atlantic States, Thomas J. Wetzel, 17 West 42nd Street, New York. Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake Street, Chicago. Michigan, L. D. Bolton, 319 Hammond Building, Detroit. Pacific Coast, The Laugenour Co., San Francisco.



## R=S



## **EVIDENCE R-S WINS**

At CHICAGO, ILL, Labor Day Races.

First in 5 mile race. First in 10 mile race.

At ROME, GA., Labor Day Races.

First in 5 mile race for Single Cylinder " 10 " " free for all.

At SPRINGFIELD, MASS., Labor Day Races.

> "R-S" wins second against a "Special" of prominent make with auxiliary ports.

At WILDWOOD, N. J., Labor Day Races.

> First in Event No. 1--30 1-2 cu. in. First and Second in Event No. 2--48 1-2 cu. in.

> Second in Event No. 3--61 cu. in. In time trial R. SEYMOUR makes mile in 45 2-5 seconds.

At WICHITA, KAN., Labor Day Races. First in 2 mile race for single cylinders.

At ROCHESTER, N. Y., Labor Day Races.

First in 3 mile novice race.

At TROY, N. Y., August 28th.

First in 5 mile race.

Agents Wanted Everywhere. Write for Art Catalogue

Reading Standard Co.

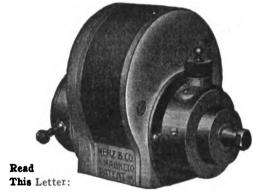
Bingaman and Water Sts.

Reading, Pa., U.S.A.

## The Standard of 2 Hemispheres

Efficient Magneto Ever Made.

The most perfect type of ignition obtainable. No starting device, timer, or coil required.
Generates a very hot spark and real arc flame.
A marvel of fine workmanship. All parts interchangeable.



"No doubt you will be phased to learn that one of the machines driven by the winning Yale Team in the Chicago Motorcycle Club Endurance Run, July 9-10-11, was equipped with the Herz-Magneto. The battery box, magneto, carburetor, spark plugs and vibrator were sealed. The run was 600 miles and was made without a single adjustment, making a perfect team score, every seal being intact. This establishes a new record.

"THE CONSOLIDATED MANUFACTURING CO.,"
"A. B. COFFMAN, Sales Mgr."

## IT NEVER FAILS! **NEVER FOULS!**

WE GHARANTEE IT FULLY for One Year

## KERZ-PLUG "BOUGIE MERCEDES"

Is proof against oil or soot; self-cleaning. Forms part of your motor, same as the pistons. Needs never to be taken out.

Price, Standard, Motor-cycle or Magneto Tyres \$1.50 Postpaid Evrywhere

ASBESTOS COPPER GASKETS



HERZ & CO.,

Corner Lafayette and Houston Streets

PARIS

**NEW YORK** 

**VIENNA** 

FREE—Our New Ignition Booklet is free.

Write for it.

## **JONES**

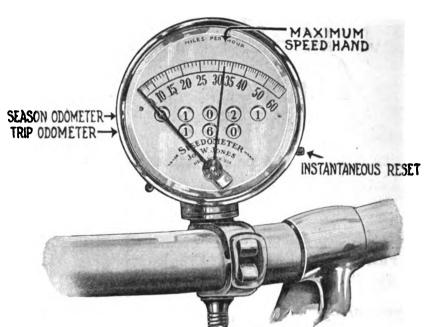
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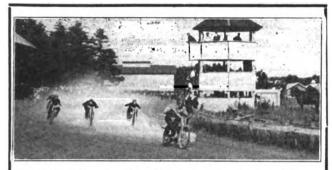
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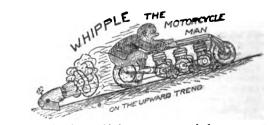
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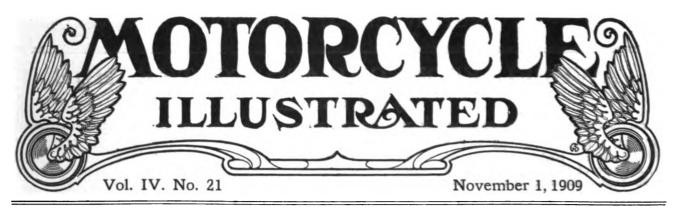
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## STANDING START MILE RECORD BROKEN

By Gustafson and Spencer-The Eastern District Meet.

A SUCCESSFUL effort was made at the Stadium track at Springfield, on Saturday, the 23d, to lower the world's record for the standing start mile, and also to establish track records for the standing and flying kilometer, of which there are no official records either in this country or in England, while such records as may exist in France have probably been made with machines that would not be recognized as "regular" outside of that country.

The trials for the records were on the program for the regular meet on the Saturday previous, following the meet of the Eastern District of the F. A. M., but had to be postponed on account of rain. The riding was done by Charles Gustafson and Charles S. Spencer, who probably accomplished all that was possible on the occasion, for the air was damp and heavy, and not by any means suitable for developing the best speed.

The first trial was the flying kilometer, which was ridden by both Gustafson and Spencer in 29 seconds. The second trial resulted in 281/4 seconds for Gustafson and 281/4 seconds for Spencer, which establishes a record for the distance on a track. This is at the rate of 40 seconds to the mile.

Trials for the standing kilometer followed, and in this a quick getaway depended really more upon the men than the machines, and in this respect Gustafson appeared to have a

slight superiority. The first trial resulted in 391% seconds for Spencer. Gustafson followed in 403% seconds, but immediately lowered this time, in a second trial, to 393%. On his second trial Spencer put the mark at 393%, while Gustafson on the last trial made the distance in 39 seconds flat.

In the standing mile trial, each rider made two attempts and each one on his first trial rode in 55% seconds. On the second trial Spencer fell back to 57%, while Gustafson went back to 57%, and as neither rider felt that he could improve on the first trial the judges decided that the record should stand at 55% seconds, to the credit of Spencer, who was the first to establish it.

The timing of these events was carefully done by four experienced men, as follows: Chas. R. Culver, H. C. Farr, Edw. Dumbleton and F. A. Eldred. The judges were E. W. Maynard, John Otto and E. N. Tarbell, while the referee was Herbert A. Githens, of the G & J Co. The starter was James Jones.

The machine on which these records were made was a 7 h. Indian, with a piston displacement of 60.92 cubic inches.

As the Stadium track measures exactly 23 feet over the mile, that distance was measured forward from the finish line, and the start was made at that point.

THE Springfield Stadium meet a week ago Saturday came to an untimely end, owing to the shower that blew up shortly after 3 o'clock and lasted long enough to wet the track sufficiently to prevent further riding. Two races, each of two heats, had been contested, when the heavy clouds, accompanied by a high wind, arose from behind the grandstand, and just as Charles Spencer was about to mount his machine to make a trial for the mile record the shower broke and sent the spectators scurrying for the cars. All the honors, so far as they went, fell to the Gustafson brothers, Charles and Paul, who made a rather easy thing of the first events on the program, each winning in straight heats.

The one-mile Eastern District Championship event resulted in a victory for Charles Gustafson, who distanced Goerke, Spencer and Chapple, these riders finishing in both heats in the order named. In fact, the second heat was practically a repetition of the first. Gustafson sprang into the lead at the crack of the pistol, while the others were bunched about a dozen feet behind him.

When two of the three laps that go to make a mile had been reeled off in the first heat, it looked for a moment as if Spencer might snatch second place from Goerke, and another round might have brought about this change in positions. The first heat was made in 52 2-5 seconds and the second in 58 seconds. These times are not remarkable.

The comparatively slow riding in the second heat was to some extent due to the high wind.

It had been intended to divide the five-mile event for private owners into two heats and a final, but on account of the withdrawal of two of the entries all of the men were started in both heats. A third was unnecessary for "Infant" Paul added to his laurels by taking two pretty firsts. He had to fight for them though in both races, for Buffington, of Providence, R. I., who is a new man on the local track, showed that he knew something about the game. In the first heat these two alternated in the lead three times during the five miles, and at the three-mile mark the Springfield boy appeared to be distanced.

On the turn just beyond the grandstand, with Buffington about 50 yards in the lead, he opened his machine, and, with a remarkable burst of speed regained the advantage. At this point he lapped Shields, who trailed far behind in both heats.

When the finish line was crossed Gustafson led by about 12 feet, with the Providence man in second place and Hoffman a rather poor third. These positions were not changed in the second race, which was ridden in five minutes flat, a gain of five seconds over the preceding one.

Young Gustafson has come to be a distinct favorite with the stadium crowds, and that of Saturday greeted his success with applause and congratulatory remarks.

### AWHEEL FROM CHICAGO TO THE HUB

By L. H. BURNELL.

WHEN I first conceived the idea of riding my Merkel from Berwyn, Ill., a suburb of Chicago, to Boston, my friends began to guy me quite unmercifully. amusing themselves by indulging in estimates of the limited distances which they respectively thought I would be able to cover. Inasmuch as I was a novice at the time I had misgivings myself, but, having determined to make the journey, I resolved that nothing within reason should stand in the way of the attainment of my object.

Not being superstitious I left Berwyn on a Friday, intending to reach South Bend by sundown. But I had not figured on the prospect of meeting a fellow rider on a second-hand mount of antiquated specifications and in decidedly poor repair. When I came upon him he was endeavoring to repair a puncture in a tire which was already all patches. He wanted to go to Muskegon, Mich., and he asked me to show him the road which, being in good humor, I decided to do, although it took me out of my route. We reached Hammond at noon, where extensive repairs were made upon my partner's machine, while we sought to satisfy the longings of our respective stomachs, which were remarkably acute.

On the way to Valparaiso, which we reached at 5:30 p. m., my companion experienced a series of troubles which sorely tried my patience. But, keeping in mind the spirit of true motor camaraderie, I stuck to him, helping him through his numerous setbacks. At Valparaiso we fell in with two Chicago boys on Harley-Davidsons, who volunteered to show us the road to Michigan City. It had rained during the day, and it was not long before we were alternately walking and riding through the dark and the mud. But a fine, old-fashioned supper at the house of a friendly farmer and, after that, a good night's rest, brought back our ebbing courage and, in fine fettle, we made fairly good time through Westville, La Porte, South Bend, Elkhart, Middleburg and Lynn into Orland where, now all alone, I again found muddy roads. Nor was it long before they got the better of me, producing a beautiful skid followed by an involuntary trip down a twenty-foot embankment. For the first time in my life, and as gracefully as I possibly could, I stepped over the handle bars of my machine, a careful examination of which assured me that absolutely no damage had been done to my trusty mount. By nightfall I reached the home of a relative in Gilead, Mich., with whom I spent a short vacation.

While towing one of my cousins, who rode a bicycle, I began to experience battery troubles, and it was some time before I discovered a short circuit. That having been remedied, my batteries gave excellent service, and they are still in use. My route now lay through California township, Camden, Homer and, very slowly over sandy roads, to Albion, still in the State of Michigan. On my way to Adrian, I passed through Pulaski, Moscow and Addison, where, running into a fence on a sharp turn, I bent my front fork. Nothing daunted, however, I obtained a healthy piece of pipe and, with the assistance of a farmer boy and his husky sister, I managed, after removing the front wheel, to bend the fork back into place, incidentally discovering that my machine was soundly made.

Staying at Adrian over night, I passed through Blissfield,

Toledo, Hessville, Fremont and Belleview, reaching Norwalk



Burnell and His Merkel, Fully Equipped.

just in time to escape a heavy rain. The roads through this part of Ohio were fairly good, although at times I had occasion to appreciate my spring forks as I traveled over spots of very rough clay. My next day's riding was quite as uneventful, and just as steady, the route taking me through Townsend, Oberlin and, over a piece of State road, to Elyria, whence I reached Cleveland late in the afternoon. There I spent the night.

I now averaged one hundred miles a day. I could easily have doubled that had I started early in the morning. But I wanted to see the sights and, besides, it was pleasant to assume a standing position after having been in the saddle for several hours. Thus, by easy stages and over fine roads I passed through Mentor, Ashtabula and Fairview to Erie, Pa., and the following day through Moorhead, Ripley, N. Y., Brockton and Woodlawn Beach into Buffalo. I could not miss the opportunity of seeing Niagara Falls and of having the distinction of going into Canada for a few hours. So I rested for a day.

It was the 20th day of July when I left Buffalo whence. passing through Lockport and Holley, I reached Rochester. Then, in their order, I journeyed through Victor, Waterloo, Summitt, Syracuse, Oneida, Utica, Frankfort and St. James. It was here that, in attempting to turn around one auto, I was struck by another and thrown on my head. Thanks to a heavy leather cap, my scalp remained intact, although I sustained a few scratches. The front fork of my machine was sufficiently bent to rub against the tire, so that, having ridden 112 miles since morning, I quit for the day.

Rain the following morning gave me a few hours' respite which I devoted to the front fork, about the lower ends of which I put a heavy strap, and then, having forced an ax and a plank in at the top, straightened the bars with the help of a cold chisel, a crude but effective repair job. By night I had reached Schenectady and, the following day, by way of Albany and Nassau, over some pretty tough roads, I came into Pittsfield, Mass.

On the twenty-fifth, I experienced my hardest day, traveling

over steep and muddy mountain roads in the direction of Adams, whither I had been misdirected. I passed through Savoy and Ashfield by moonlight, and slept in Greenfield. The next day, the last of my long journey, took me through Turner's, Miller's Fall and Irving, where I struck a good State road which passed through Greenfield, Orange, Athol, Gardner and Fitchburg, where I had my second puncture. From Fitchburg to Boston it is but forty-five miles and, going through Groton, Ayer and Lowell, I reached the Hub City by nightfall, my cyclometer registering 1,350 miles.

It was a hard and yet a delightful trip, well worth the determination and effort which it required. I carried no spares except those which came with the machine, and I practically escaped tire troubles. I used thirty gallons of gasoline, more than was really necessary, as I wasted much of it by flooding my carbureter. My trip cost me only \$35, including the price of two tire shoes, one inner tube and a new belt. Finally, it is my opinion that, with a good companion and over rideable roads, there is no outdoor sport more healthful or interesting than a long motorcycle tour. So firmly convinced am I of this that I am desirous of making a transcontinental tour from Boston to San Francisco, provided some true sportsman will volunteer to accompany me. My present address is Lunenburg, Mass., and I would be glad to hear from any one who contemplates making this trip 'cross country.

C. WILBER, vice-president for the Eastern District. reports that the complete F. A. M. organization of New Hampshire and New Jersey, down to the local commissioners, is as follows:

New Hampshire.—Commissioner, Harry 'C. Dean, Keene; State secretary, H. W. Hildreth, Marlboro; legal action, Glenroy W. Scott, Winchester; competition, F. E. Bronson, Newport; highway improvement, Leander Page, Swanzey; tours and hotels, Frank E. Leonard, Winchester; transportation and facilities, G. Fred Little, Keene.

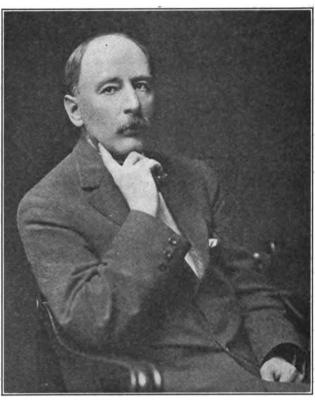
New Jersey.—Commissioner, A. J. Sicard, Central avenue and First street, Hackensack; state secretary, W. R. Schoonmaker, Arcola: legal action, Herbert Wulling, Carlstadt; competition, H. B. Cummings, 69 Meyer street, Hackensack; highway improvement, Herbert E. Coryell, East Orange; tours and hotels, D. Sawyer, 203 Summer street, Paterson; transportation and facilities, Dr. G. Brewster, Grantwood.

THESE two road photos, reproduced from Quiver, published by C. C. Hopkins, of San Francisco, give one a slight idea of Southwestern riding conditions. The cut to the right is from a photograph taken by one Pillsbury, in the course of his travels through the Sierras. The cut below is that of a pathway through the wilds of Nevada and, though somewhat narrow, is not half bad, insofar as the road surface is concerned.





### TWO NEW F. A. M. COMMITTEES.



DR. J. P. THORNLEY,

## Reappointed Chairman of the F. A. M. Competition Committee.

PRESIDENT F. I. WILLIS, of the F. A. M., announces the appointment of the Membership and Competition Committees for 1909-1910. It will be noted that Dr. J. P. Thornley is reappointed to the all-important place of chairman of the Competition Committee and that otherwise the personnel of President Willis' appointees is all that could be desired:

Membership Committee—E. M. Estabrook, chairman, 76 Lincoln street, Bangor, Me.; George W. Sherman, 1307 Michigan avenue, Chicago, Ill.; W. F. Hapgood, Springfield, Mass.; F. B. Hart, 235 Randolph street, Chicago, Ill.: W. F. Remppis, Reading, Pa.

Competition Committee—Dr. J. P. Thornley, chairman, care Hotel Ansonia, New York City; Will Douglass, Louisville Journal, Louisville, Ky.; F. L. Valiant, P. O. Box 694, New York City; J. S. Patterson, Chicago Examiner, Chicago, Ill.; Stephen McIver, Riverside, Cal.

RED S. MORSE, of Keene, N. H., nominated by C. C. Wilber, and seconded by E. L. Buffington, was elected to the secretaryship of the Eastern District of the Federation of American Motorcyclists, at the meeting held in Springfield, Mass., on Saturday, the 15th of last month. Former Secretary B. A. Swenson, who had served most acceptably in that capacity during the past year, moved to make the nomination unanimous, which was done. Subsequently, Mr. Swenson was appointed State Commissioner for Rhode Island. Fred S. Horenburger, of New York, nominated by F. L. Valiant, and seconded by Mr. Buffington, was re-elected treasurer.

The only other important business transacted at the meeting was an endorsement of Springfield's application for the next national convention of the Federation.

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## CARBURETER CONSTRUCTION

By THE NOMAD.

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SINCE the days of the well tried and reliable surface carbureter and the old "wick" type, inventors seem to have followed but one design, with one or two minor exceptions. All present-day tendencies pursue the accepted lines of the constant level, float-feed jet carbureter, with only slight variations. It is easy to see why this superabundance of kindred types exists, for, given a float valve in conjunction with a jet and a length of tube, you have material with which an inventor may experiment cheaply. There is, and always has been, a wide diversity of opinion among those who have devoted special attention to the subject of car-

buration, yet upon some points we have a distinct uniformity of ideas. For example, it is conceded by the majority that a thorough, constant and uniform saturation of air with gasoline is absolutely essential. Still, we find others who contend that far greater efficiency and economy are to be obtained by variable proportions of the air and spirit units.

If we give serious thought to the matter we can see that the effect produced by mixing air and gasoline, when an engine is running at low or intermediate speed, is not the same as when the engine is running fast. Many inventors seem to be absolutely unaware of the properties possessed by the induced atmosphere. Again, we often find that certain fundamental facts are completely overlooked; for example, the velocities of pure air and gasoline spirits are not the same. The securing of a spraying effect is frequently regarded as incontrovertible evidence of thorough vaporization, whereas spraying and the formation of a really homogeneous vapor are distinctly separate. The projection into a cylinder of streams of gasoline cannot

by any stretch of the imagination be looked upon as coming within the category of a completely vaporized mixture.

The principle upon which the greater number of jet carbureters is manufactured is of ancient lineage. In the oldest patterns we find a plain vertical or horizontal jet, encircled by a vertical or horizontal tube, substantially of larger diameter, through which air is induced at a velocity proportioned to piston speed. In recent years there has been a decided tendency, in up-to-date design, to employ a plurality of jet orifices for the emission of fuel. These are uncovered as the engine revolutions rise or, to put it simply, by the opening of the throttle lever. The motorcycle field has not seen much of this type as yet, but everything points to its becoming a standard design in the near future.

Now, whether the usual method, namely the passage of the spirit past a jet or spray nipple and through a chamber, thereby setting up parallel lines of suction, adequately fills

carburation needs, is open to question. Most of us are aware that one or more vertical jets within a horizontal air tube are used, and such devices appear to afford greater utility. Further, full jets, shaped and set so that two streams of gasoline impinge against each other, after the manner of the familiar gas lamp burner, constitute a still greater improvement. On the other hand, the now old-fashioned, round wick device possessed a feature of considerable merit in that a large central body of air traversed a substantial surface of material saturated with gasoline. The gasoline was drawn from the surface of a permeable pipe, through the medium

of an air column, as opposed to the modern method of exerting suction upon the outside of a small tube, furnished with a nipple. A return to the wick carbureter is not in any way suggested, for among other objections to this type, there was danger of a blowback into a vessel containing a large amount of gasoline, the absorption of moisture by a wick, temperature changes, oscillation of the fuel and rapid loss of volatility.

The object of the adoption of an automatic lift valve for admitting an additional supply of air, when the revolutions of the engine become high, is to restrict the flow of gasoline. It is nevertheless debatable whether the suction or pull on the jet at high speeds, with or without such a valve, causes sufficient gas to be projected into the cylinder. For the time limit in the cycle of operations of the engine is exceedingly short, hence a considerable portion of gasified air is likely to be forced back in puffs at the completion of the admission stroke. In this connection, some few years ago, much care was directed to extra dilution with air, but latterly the

H P S

A CARBURETER SUGGESTION.

Something to Tickle the Fancy of Experimenters— Simple in Action and Entirely Effective.

tendency is to render the supply of gasoline variable. In this way the quantity of spirit induced is augmented as the crank revolutions increase. Yet the extra air valve was originated with a view to reducing the amount of gasoline passing to the engine at high speeds.

The principles demanded for efficacy in carburation are fairly well understood, but it is plain that the most suitable means for converting air and gasoline into a homogeneous gas, and its subsequent delivery to the engine under widely varying conditions, have not yet been discovered. In some quarters it is believed that the gasoline should be warmed before admission to the cylinder, while others assert that a cold mixture produces more efficient combustion, provided the heat absorbed in converting the spirit to gaseous vapor coincides with the influence of evaporation, so that the heat units correspond to the amount of gasoline inducted.

Again, it has been argued that compensation at different

speeds is not required, but this view is scarcely tenable, because the suction of a motor varies with its speed, to say nothing of the fact that a greater or lesser heat is developed therewith.

To stimulate experimenters to fresh efforts in this direction, a part section drawing has been prepared by an auto engineer. In the figure, F represents the casing of the usual type of constant level, float valve, from which the gasoline passes through the conduit, C, and surrounds the lower part of the body of the hot, air-jacketed mixing cylinder, M C, by filling the annular space, S, therein. It will be noticed that the mixing chamber is open-ended and that the annular space, S, is in communication with the internal surface of the cylinder, M C, through a series of finely pierced holes, H (shown much enlarged in the diagram, for the sake of clearness), round its wall. The bell crank levers, L, are adapted to move to and from the open-ended piston, P, which is therefore a sliding fit against the wall of the mixing chamber, M C. Consequently, when the piston is recoprocated downwards or upwards, it uncovers or covers respectively the series of holes, H. The dome D, fixed in the cylinder M C, is also perforated all over its surface with holes (not shown) but of a larger bore than those at H.

No difficulty should be experienced in comprehending the simple action of such a device. A large column of air gathers at the bottom of the cylinder, M C, passing through with greater or less velocity, as the engine revolutions rise or fall. The effect of this, no doubt, is a very finely divided shower of gasoline from around the innermost circumference of the mixing cylinder. In addition, the spirit and air impinge upon the pierced dome, D, issuing therefrom as a thoroughly atomized and vaporized mixture, proportioned with closely-approximate accuracy to varying speeds and loads. It should be especially noted that the important outstanding difference between this projected appliance and the customary patterns lies in the fact that the air column is solid, as it were, with a gasoline shower of variable intensity spouting against, instead of toward it, from the wall of the cylinder.

In the case of a single or multi-spray jet allowing the issue of a few small streams, it seems very likely that it would be practically impossible for the air to become intimately mixed with the gasoline. The plan suggested, however, should permit of a near approach to the excelling feature of a well-made wick carbureter.

There are over three hundred makes of carbureter in the world, and still there are a great many who, even at this stage, regard the employment of a fan in the mixing chamber, or the substitution of a rock for a metal float, as something distinctly novel.

Notwithstanding claims to the contrary, the average appliance may work well at fast or moderate speeds, but it is often unsuited to slow running, and vice versa. It would appear that the most satisfactory relative dimensions of the fuel-orifices, on the one hand, and of the air passage past those openings, on the other, have by no means been determined with certainty. Strangulation will result if the area of the air passage is restricted, while the amount of the gasoline consumption will be quite abnormal. The practice of utilizing an extra air-diluting valve (which, as previously remarked, came to be adopted in order to check the flow of gasoline at high rates of revolution), coupled with the employment of a variable plurality of gasoline jets, which cannot have any other effect than to increase the gasoline flow at high speeds, shows conclusively enough that, although the study of carburation seems earnest, much remains to be accomplished.

If an engine always worked at a constant rate of revolutions, like the stationary gas engine, no difficulty would be experienced in carburating its fuel. But it stands to reason that abrupt, irregular fluctuations of speeds and loads in the engine sorely try those devices which respond well at certain speeds and fail at others. We need a carbureter which will mix and deliver to the engine a combustible vapor, so proportioned as to strength and volume that it will be equally suitable to the differentiated requirements of the motor, whatever the speed and load may happen to be.

### LESSONS OF THE ENGLISH TOURISTS' TROPHY RACE—BY B. H. DAVIES.

WE English motorcyclists are to be envied for possessing a track like Brooklands, and for having a handy little island like that of Man, where we can persuade a flexible little home-ruling government to close its main roads for six hours, and give us a chance to run off a road race. There is no doubt that both as a sport and a spectacle, road racing is greatly superior to track competition. From the spectacular point of view, motorcycle track racing is not impressive except the track be of the three or four laps to the mile calibre, in which case the element of danger is always high—too high to attract large amateur entries. On the other hand, motorcycles are dwarfed by a big track like Brooklands; you may get fifty machines rattling around at seventy miles an hour, and they just remind one of beetles crawling round a saucer.

On the other hand, a road race such as we annually hold in the Isle of Man is a magnificent spectacle. Even forty miles an hour is a thrilling speed when it is done along narrow, twisty lanes. The laps are so long that, by the aid of a sixty-foot scoring board, the spectators can be kept apprised of the varying positions of every rider clean through the race. From a sporting point of view the road race is also superior.

But there is always a fly in the ointment. We cannot get leave to use this sporting little Manx course on two days. Consequently, we have tried various handicaps, in the hope of putting 3½-h. singles and 6-h. twins on a level in one and the same race, with a single set of awards. In previous years we used a restricted supply of gasoline as the basis of the handicap, allowing the twins more than the singles, and we always managed to handicap the twins clean out of the race. This year, we left the gasoline supply unlimited, and restricted the cylinder capacity instead.

Singles were limited to 500 cubic centimetres, while the twins were allowed 750 cubic centimetres, and under these regulations the singles had no chance at all. What are we going to do for next year?

We may reduce the capacity of the twins, which will bar out the favorite type of 5-6-h. and compel every man to procure a special racer for the event. At present, we get a lot of touring machines, specially stripped and tuned. Or we could increase the capacity of the singles, which would result in the development of a special brand of single cylinder, developing something like 5-h., probably too thumpy for ordinary use.

Our authorities are at present inclined to adopt the first alternative, to fix the conditions twelve months in advance, and so deliberately encourage a new brand of twin cylinder.

A machine finished eighth in this year's race which almost exactly corresponds to the specifications these new regulations would encourage. It is known as the 334 Premier, and although a comparative newcomer on our market already enjoys great popularity. It has a cylinder capacity of about 10 per cent. more than our standard 31/2-h. singles, which would be increased to about 25 per cent: for the purposes of our next handicap race. Its cylinders are set at ninety degrees, which theoretically gives a better balance than thirty, fifty, or sixty degs., as I am well aware personally because I own and drive a two cylinder having an engine of this type which is practically vibrationless, and indistinguishable from a four cylinder at almost every engine speed. In addition, the cylinders are offset from the crank pin, by which design better cooling is obtained than with the cylinders directly behind each other. An external flywheel of considerable size makes this engine noticeably smooth and flexible.

## TIPS AND TOPICS



RECENTLY saw a good "puncture-resister," consisting of an old inner tube slit along the under side (with the valve cut out), and placed over a new tube, which was inserted in the cover. Here is an experiment which seems to be worth trying

in these puncturesome fall days!

T is sometimes hard to trace the reason for automatic inlet valves breaking off at the head, quite as puzzling, indeed, as finding the cause of a broken piston ring. One usually associates a breakage in a good piece of metal with a sudden shock or a heavy blow, and it seems impossible for this to occur in any way to an automatic inlet, which has a total movement of only a quarter of an inch. One would also think, in the case of the piston ring, that this was protected from fracture in an ideal manner by the cylinder walls, and that it would be impossible for a sudden shock to be communicated to it. An explanation, in the case of the inlet valve, can be found in some physical change which would render the metal extremely brittle. The weakest part of an automatic or any other valve might well be assumed to be at the point where the cross section is diminished by drilling or slotting, to admit of the cotter or small key which keeps the spring in place; but the most extraordinary thing is that it is usually at some other part where the fracture occurs. Exhaust valves occasionally snap off at the neck, but this is now a much less frequent occurrence than it used to be, thanks to improved valve and exhaust port design. The cause, however, is often easily deduced from a careful examination of the fracture. It will usually be found that burning, scaling or oxidation of the metal from the action of the exhaust gases has so weakened it that the hammerlike blow of the valve head on its seat eventually proves too much for the valve, and the head and stem part company. I have seen a few cases where the cotter or key had sheared or cut right through the stem, but it is really the weakening at the neck that usually causes the fracture. The burning gases do not normally come into contact with the inlet valve stem at all, and whatever physical change may occur in the metal must be the result of mechanical stress.

WHEN testing dry cells connected in series it is advisable to place the meter on the brass bolt which runs through the carbon, as the carbon is a poor conductor, and it is very probable that an incorrect reading would be given. Sometimes, also, the brass bolt works loose, and this also may cause an inaccurate reading, so it is well to test these bolts for any perceptible shake. A useful tip is to test to the zinc of the next cell from the carbon terminal of the instrument, as this is certain to give a correct reading.

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A N engine sometimes refuses to start because the jet of the carbureter is obstructed in some way. Some carbureters have quickly "get-at-able" jets, and it is an easy matter to clear them out; but to save this trouble a good tip is to squirt some gasoline into the cylinder and start the engine up. This gasoline is bound to produce some explosions, providing the ignition is in good order, and the suction of the engine will often do the trick of clearing the jet, so that a long job may be postponed.

WHEN once a split pin has been used and withdrawn from its place, it is often hard to get the ends of the pin close together for re-insertion in the old place. The best plan is to insert the small blade of a pocket-knife near the shank, and then to take a pair of pliers and pinch the ends. Talking of split pins reminds me of a tip on castellated nuts. Be very careful in seeing that a castellated nut is on the right thread, as otherwise, when put on a cross thread, it will often act as a die and cut a new thread itself, as the

slots in the castellation serve for clearing the thread. I have actually seen a left-handed castellated nut cut a perfect thread on a right hand threaded bolt in such a way as to almost defy expert examination.

TALKING of experts, I came across a funny case of one being "held up" on a point regarding his own carbureter. He had just returned from a long reliability tour and was busy getting his machine tuned up again. Finding that his carbureter was chock full of dust, he went to work and thoroughly cleaned it. When he had everything assembled he tried to start, but the machine fired only intermittently, and in the end he took it round to another wilier expert, and they tried every artifice to get her going, with no result. In the end, they took down the carbureter again, and found that the owner had, in replacing the float, placed it upside down.

I HAVE written before of road dangers at night and advised the fitting of a powerful lamp to one's machine. Now that the early dusk falleth (vide the fall poet), this advice should be taken to heart. A friend of mine recently had a bad accident in direct consequence of his gas lamp being out of order. The lamp was burning very low on account of a clogged burner, and he was traveling at about twenty miles an hour on a country road, when he struck a long stretch which was being repaired and was full of ruts and rocks. The result was a bad smash. Fortunately, a doctor's automobile came along directly or the case might have been worse. Another brother sadly mourns the loss of a suit of clothes through riding in the pine forests of Maine at night without a really good lamp. Naturally, the reader will ask, why a suit of clothes? Simply because he made the fatal mistake of running over a skunk!

ONE of the best methods of increasing one's swearing vocabulary is to fit a new tire on the rim, as they are usually pretty stiff. One requires a lot of patience for this job, and it often happens that when one has worked the new cover upon the rim, it is to find that the valve hole has "crept" away from its right position. This is all the more annoying because the new cover fits so tightly that it is almost impossible at times to shift it round to the right place, without taking the tire off again. There is only one



J. HUTH. of Cheyenne, Wyo., sends us the novel phot reproduced above. It is respectfully submitted tour readers for solution.

### A YOUNG MAN OF PROMISE.



THE boy on the above machine is Master George Orr Vine, of Lake Linden. Mich., and if present appearances count for anything, it is practically certain that he will some day be numbered in the ever-growing list of Harley-Davidson riders.

really successful method of dealing with this difficulty and that is to make a wooden dummy valve, place the valve-hole in the cover so that it registers with that in the rim, insert the "dummy" and go ahead with the job, knowing that the tire cannot creep as long as care is taken not to disturb the dummy valve. The old method, and one which is still useful when there is no dummy to hand, is to fix about one-third of the cover in place, and then rest this portion of the wheel on the ground, so that the weight of the wheel helps to prevent creeping on the part of the tire.

S OME time ago I wrote a few words of brotherly advice on the question of sciencific in the superior of sciencific in the scie on the question of scientific driving, and held that the man who drives his machine properly and kept it in tune would prolong the life of his engine. I may add that a great many riders are too fond of driving on full throttle, no matter at what speed the motorcycle is running. Frequently, it seems to me, even when the pace is low, riders prefer the comforting bang of full or nearly full throttle. Not to mention the factor of economy in fuel gained by closing the throttle to the merest whiff of gas, the all-important point is that, unless the throttle is closed, the engine is far more likely to develop overheating tendencies, which is to be devoutly deplored! Again, such driving materially helps the formation of sooty deposit or carbon on the head of the piston and, sooner or later, "hammering" sets up, and the whole caboodle has to be dismounted for cleaning purposes. It is much better to drive in a rational manner, and to put off the cleaning of the piston until the winter.

WE have been suffering from a plethora of racing news lately; indeed, motorcycle racing has been booming. However, it is a question whether the public is not adversely influenced by too much of a good thing. The man on the sidewalk loves a thrill, and will go miles to see one, but the racing business "boosts" the motorcycle only as a speed machine, and some of the general public are prone to look upon the noisy twin racer as a representative of every motorcycle sold, and thus the sport will get a decided setback unless we curb our ardour. Reliability trials, such as conducted by the F. A. M., induce the outsider to look upon the motorcycle as a business proposition. The automobile world shows

the trend of things, for reliability trials outnumber speed contests, and the sales record of many a non-racing motor car easily proves this point. The public wants a reliable business machine for its daily use, and will have it. I am not one who deliberately knocks anything successful, for I've the aches of many a track tumble in my bones now, so I can truthfully vouch for an open mind on the question. Still, with an illicit love for an occasional speed-burst, when I buy my next year's mount I shall look at its reliability record.

NE could write a whole essay on the joys of night-riding. I say, one could; but a hard-hearted editor would blue-pencil all the little Emerson-like bits so much that it would be better to forfeit the stakes and call the bout off. Anyhow, the benefits of night-riding are many, especially to those confined in the city during business hours. It seems to clear the mind as well as to fill the lungs with pure, fresh air. As a sedative to the nerves during any business strain a night-ride is unsurpassed, bringing with it that glorious drowsy feeling which makes a comfortable bed a luxury. A reliable lamp, of course, is an essential to this form of enjoyment. Only last week I took in a long stretch of seashore road leading nowhere in particular. The moon effect on the sea, the anchored yachts and the scattered summer cottages in all their deserted beauty made me forget such mundane things as business and editors.

ERE is another tiplet going cheap! In cold weather it is frequently quite a job to transfer a quart of lubricating oil from the can into the tank, as the oil congeals and thickens, and therefore runs very slowly out of the can. To save a whole lot of time when filling up the oil tank, it is an excellent plan a few minutes before starting on the job to put the can of oil on the stove, to let it warm thoroughly. But do not forget all about it, as the neighbors may complain of your manufacturing fish glue in a respectable residential district.

CARBON deposits in the cylinder may come from two sources; namely, the fuel or the oil, or sometimes from both. Sometimes a motor is so poorly designed with respect to the air passage that there is always more or less trouble from carbon, no matter what the grade of fuel used. The most efficient remedy for carbon deposits is to insist upon the grade of fuel and oil. The carbureter also plays an important part here, for if the gasolene is not fully vaporized before it enters the cylinder, there is apt to be more or less tendency to carbonization.

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THE Atlanta Automobile Association will conduct a series of motorcycle races on the new Atlanta track, in connection with the Motor Show, November 9-13. The track, a two-mile speedway, is reported to be exceedingly fast and, if the auto speed trials can be taken as a criterion, the riders of the two-wheeled racing machines will do much better than they did at Indianapolis. Entries, which close November 5, should be sent to Edward M. Durant, 720 Candler Building, Atlanta, Ga.

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THIS is the naive way in which the acquisition of a machine by one of its readers is announced by the Edina (Mo.) Sentinel: "Orville Turner, son of Jeff Turner, has a motorcycle upon which he flies over the country here as swift as a bird. They say that he can go at the rate of fifty miles an hour." Virgin territory, that.

BROYMER, Mo.—E. E. Lyon, R. F. D. Carrier on Route No. 1, has acquired a motor-driven two-wheeler.

A FTER a ride over the range from Grand Junction, S. S. Sanger, of Oklahoma, has arrived at Pueblo, Co.

## MORE RECORDS BROKEN BY BERNARD.

THE first meet of the Twin City clubs was held on the Hamline track, Minneapolis, Oct. 16. In the ten-mile open, Harvey Bernard, of Milwaukee, on a Harley-Davidson, set a new record for the motorcycle mile on the State fair track. He circled the big track in fifty-six seconds flat, two seconds under the record. The official time for the first five miles was 4.56. Though the weather was cold there was a fair crowd present.

S. H. De Long, of Minneapolis, was the referee and J. L. Bird, of St. Paul, the starter. The judges were W. Anderson, J. Korlath and R. S. Porter. A. J. Stata, Ira Enmark and William Barnaby were the timers. William Edwards was clerk of the course and Joe Groden and Lawrence Long the umpires, while Walter Wilmot, former manager of the St. Paul baseball team, was official announcer.

Bernard rode in three races and won two, lapping in every one of them almost all of his competitors. F. S. Haas, of St. Paul, riding an Indian, was the only man in a total field of eighteen for all three races who could keep within striking distance of the Milwaukee man. Haas ran him a pretty race in all three events, and in the last one, the ten-mile race for single or twin cylinder chain or belt machines, beat the Harley-Davidson man. Bernard broke the exhaust valve of his machine at the beginning of the eighth mile, when he was a half-mile ahead of Haas.

It was in this race that Bernard, according to unofficial time, broke the mile motorcycle record for the State fair track. This former record was 58 seconds, according to the figures for the seven miles, which the Milwaukee flyer rode. He went the fourth round in 56 seconds. His total time for the first six miles was 6 minutes and 57 seconds, and for the first five miles 4 minutes and 56 seconds. The last mile was slower than the other five, because in that mile the valve began to give out.

Haas' time for the ten miles was 10 minutes and 43 seconds. E. H. Hammer of Minneapolis, on an Indian, was second, and F. C. Legg. on a Reading Standard, third.

Harry Bird, of St. Paul, was second in the first race for twin cylinder belt machines over a five-mile course. Frank Teir, on a Merkel, won the event in 6.08, and C. S. Horn was third on an N. S. U.

Haas won the five-mile single cylinder, chain or belt machine, stock stripped, race in 5.56, with his Indian. E. H. Hammer was second on an Indian, and a Harley-Davidson, ridden by B. C. Ostrander, was third.



W. J. Teubner, the Clever Merkel Rider.

The third event for trade riders, with a field of eight, was the first in which Bernard rode. The race was his from the start. At the crack of the pistol he was off like a flash, and before the first turn in the track was reached he led the field by yards. He gained steadily and lapped three of the slower riders and finished far in advance of Haas. The time for the race was 6.523/5.

In the fifth event, the open five-mile race for single cylinder chain or belt machines, for trade riders, Bernard warmed up a little and captured it in 5.201/5. In this race he again demonstrated his speeding ability and finished far ahead of the field of thirteen contestants. Haas again took second and J. Schwister on a Harley-Davidson was third.

In the sixth event, a five-mile race for single cylinder belt machines, fully equipped, and open for club members only, B. C. Ostrander, of St. Paul, on a Harley-Davidson, won in 6.28; H. A. Bird, on a Merkel, was second, and Ed Worthington, on a Wayne, was third. The summaries:

Five-mile single cylinder, chain or belt, stock stripped (club members)—F. S. Haas (Indian), winner; E. H. Hammer (Indian), second; B. C. Ostrander (Harley-Davidson), third. Time, 5:56.

Five-mile, twin cylinder, chain or belt, open (trade riders)—H. Bernard (Harley-Davidson), winner; F. S. Haas (Indian), second; E. H. Hammer (Indian), third. It was in this event that Bernard broke the Hamline motorcycle record. Time, 4:5236.

Five-mile single cylinder, chain or belt, open (trade riders)—H. Bernard (Harley-Davidson), winner; F. S. Haas (Indian), second; J. Schwister (Harley-Davidson), third. Time, 5:20\%.

Five-mile, single cylinder, belt, fully equipped (club members)—B. C. Ostrander (Harley-Davidson), winner; H. A. Bird (Merkel), second; Frank Teir (Merkel), third. Time. 6:28.

The ten-mile, single cylinder, chain or belt, open, was the most exciting event on the programme. While on the seventh mile, and a half mile in the lead, Bernard's exhaust valve broke, and he was forced to drop out. Had this not happened he probably would have broken all records, as he made the third mile in 56 seconds. Haas (Indian), won; Hammer (Indian), second; F. C. Legg (Reading Standard), third Time, 10:43.

Ten-mile, twin cylinder, chain or belt, stock stripped (club members)—F. S. Haas (Indian), winner; Hammer (Indian), second; Legg (Reading Standard), third. Time, 10:42½. Five-mile, twin cylinder, belt machine, fully equipped—

Five-mile, twin cylinder, belt machine, fully equipped—Frank Teir (Merkel), winner; Harry Bird (Merkel), second; C. S. Horn (N. S. U.), third. Time, 6:08.

In the time trial race, C. S. Horn (N. S. U.), and F. S. Haas were the only entrants. Time, 1:05 and one minute flat. The two-mile single cylinder consolation race for club members was won by F. Gfroerer (Harley-Davidson), in 2:35.

**J** 

O NE of the most enthusiastic motorcyclists in Brooklyn, is W. I. Sheffield, Jr. He was a cyclist of the vintage of 1883 and belonged to the Ilderan Bicycle Club, which existed at about the dawn of bicycling. He was contemporaneous with such classic riders as Howard Greeman, Henry Hornbostle, John W. Schoefer and that crowd. Mr. Sheffield has been converted to motorcycling for ten years past, and has been doing splendid missionary work for the cycle plus the motor.

. . . .

A NEW two-hour record was established when H. V. Colver, riding on the Brookland's track Oct. 9, covered 118 miles and 14 yards in that time. G. Lee Evans, on a single Indian, captured the honors in his class by riding 105 miles and 60 yards.



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THE Miami Co. say: "Our page advertisement in your August 1st issue gave us simply tremendous results."

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### PLEASE ALWAYS MENTION THE PAPER

## THE HANDICAPPING PROBLEM.

THE problem of handicapping to the end of insuring justice to all competitors and, at the same time, producing interesting contests on road and track, is looming large on the racing horizon. Up to the present time we have done our handicapping in a bungling, rather purposeless fashion, like children at the task, as it were, and the results, as might have been expected, are decidedly unsatisfactory. More than that, handicapping is generally farcical or fraudulent, often both, and the spirit of discontent over handicapping has infected many racing men. All because we have absolutely no system, and nothing resembling a standard of handicapping riders according to their merits.

While there is little consolation to be found in the fact that we are not alone in our trouble, it is nevertheless interesting to note that the English racing authorities are also wrestling with conditions responsible for widespread dissatisfaction in the British Isles. One of the recent issues of the leading motorcycle paper of Great Britain devoted its first two pages to an effort to answer the question, "Should Handicaps Be Made on Riders' Form, Irrespective of Machine?" The American reply would undoubtedly be negative in practically every racing center, and, though we may wonder why experts of many years' experience should for a mo-

ment take this proposal seriously, the fact that it is made at all, in a country where motorcycle racing is a generation old, indicates the existence of obstacles with which we, already sorely puzzled, are entirely unacquainted.

In any event, at least five factors enter into handicapping, viz., the weight of the rider, experience, and the weight, character and horsepower rating of the machine. Scientific, absolutely fair, handicapping is impossible where any one of these factors is ignored. However, even though we cannot just at present achieve perfection, we can at least approximate it more closely than has been our practice and experience hitherto. We would suggest, therefore, that:

Apropos of the character of machines, the F. A. M. Competition Committee perfect the "stock" definition inadvertently left uncompleted by the F. A. M. convention. present definition is fairly good, but it fails to provide, as it should, that no machine should be considered a stock model unless it has raised handle bars, tires of two and a quarter inch or more, a touring saddle, complete mudguards and an equipment of five pounds of tools. All the other contingencies are provided for in that section which prohibits the use, in a stock race, of any machine whose bore or stroke has been enlarged, which has had port holes fitted, or the frame or engine of which has otherwise been altered. The trouble has been largely due to a diversity of opinion as to what constitutes the "frame" of a motorcycle and, this difficulty disposed of, there could be no serious difference of opinion as to what constituted a stock machine.

The weight of rider and the weight of machine are already taken into account in hill climbs. It is doubtful whether it would be worth while, from a practical standpoint, to consider these factors in track racing. In any event, it is a simple matter to determine these, as well as the piston displacement, so that there remains only the question of the rider's experience and the nature of his past performances in competition.

But it is right here that the greatest trouble arises, and where the most haphazard methods are applied. We believe that if motorcycle racing continues to advance as rapidly in popularity as it has this year, it will be necessary for the F. A. M., like the A. A. U., to add to its list of officials one or more handicappers. These officials would be shouldered with a big and, at first, a rather complicated task. The working out of a system which would satisfy all the requirements of the present and future is not likely to prove easy. However, in a subsequent issue, we intend to offer a few definite suggestions having this object in view.

In the meantime, we shall be pleased to hear from those who are interested, either illustrative of their own experiences, or in the way of proposals aiming at a solution of this important racing dilemma.

## # # THE SUNNY SOUTH.

WE believe, and every one will admit, that the morale of an institution is much better preserved when there is something doing all the year round. In the North the exclusive motorcycle agent has a long "off" season, and his place and his people, no doubt, go off sadly during that time. This is also true of many manufacturers of motorcycles and accessories. They believe that there is an "off" season for them. It is true that this condition cannot be entirely overcome; at the same time, when the Northern market is closed, the entire activity of a making and selling organization should be directed to that very large part of the United States where motorcycles are ridden all the year round It is in this territory that sales may be made even while the North is practically frozen up. With this idea in view we have commenced a campaign in what might be called the warm belt, where motorcycling is pleasantest in the fall and winter The idea was born of the Atlanta Exhibition. In our scheme we have worked all those cities included in a five-hundred-mile circuit of Atlanta. The result has been most satisfactory.

Starting in our Nov. 15th issue we will publish information about motorcycle conditions in the South. This series of articles will run over two or three issues and. when completed, manufacturers will have a fair idea about what the South is up to in a motorcycle way. From all over the South letters have poured into this office giving us a fair statement of motorcycling in the various towns, names of many agents, also the names and addresses of thousands of riders. In many cases pictures have also been sent. In fact, our Southern friends have been kind and responsive, and are thus living up to their reputation.

It is noticeable that in some of the larger towns motorcycling is practically dead, has, in fact, never caught on. When a large town has no interest in motorcycling it is due to lack of good roads, lack of picturesque, tourable country or lack of live motorcycle agents. While very little can be accomplished overnight with unridable roads, and nothing at all can help out the scenery, it yet remains possible to look for and appoint live agents. We feel certain that the printing of this Southern material will awaken the manufacturers to the possibilities of a winter trade. It will also make them keen to search out and appoint agents with capital and energy-above all, with energy. 36

### HIS IDEAL MACHINE.

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N this issue a Columbus, Tenn., rider says that the manufacturers are slow to give riders just what they want. He also outlines his conception of The Ideal Machine, in fact, he specifies the component factors which would go to make up The Perfect Motorcycle.

Good friend of Tennessee: The manufacturers are not slow to give riders what they want. On the contrary, they are keen, eager. anxious to give riders what they want. travel, confer with their agents, listen to tales of woe. They experiment, discard old designs, modify existing designs, introduce new features and, in fact, do a thousand and one things to keep pace with the demands of riders.

But, kind friend of Tennessee, please remember that what is the ideal for one rider would be considered altogether preposterous by another rider. It is the absolute truth that each man wants a particular combination. It's just about like a boat, or a new suit of clothes, or a song. It's largely a matter of taste, coupled with special local or personal conditions. Thousands of men ridicule grand opera, though a coon song will start their feet in a rhythmic shuffle.

Every once in a while a capitalist plus a designer breaks into a field such as motorcycling. "Ah," say the two, "We will buy a sample of each make on the market and combine the best points of each." It is history that whenever this is done, the combination or eclectic machine is always a terrific

The problem the maker has to solve is how to turn out a machine that will satisfy the largest number of individuals. not one individual. This is the constant study of all manufacturers, and most of them lie awake nights trying to solve the riddle. It should be said in fairness, however, that ideas from Tennessee or elsewhere help some. Each is a ray of light.

## OUR 1910 CAMPAIGN.

A BOUT this time we get a move on our 1910 campaign for more business.

Our old advertisers are wonders.

They give us splendid support and we do our level best by

But there are a number of new people trembling on the brink and we want them to topple over into our orchard.

We want them to come across.

For the benefit of these almost ripe people we publish in this issue the verdict of advertisers.

It's a fine bunch of testimonials.

If any man who wants to reach the motorcycle makers, the sellers and the users hesitates after he reads pages 20 and 30 he is lost.

And the cordiality of those letters, too; pray note that.

We supplement the verdict of advertisers with the verdict of readers.

That's quite wonderful, too.

They simply love the paper.

Nuf sed.

We are sorry to inflict this testimonial, however splendid, on the general reader.

But there was no better way of sending the facts flying broadcast.

THE attention of our readers is called to a change, now effective, in our Mart advertising rates. The old prices were quite fair to us when we were issuing some 2,000 copies of a rather diminutive monthly. Today, however, we print more than 5,000 copies, each issue, or more than 10,000 a month, five times the amount of circulation enjoyed by this paper fifteen months ago. This condition of affairs justifies even a greater increase in the rates than we are making. However, hereafter Mart advertisements will be inserted under the following arrangement:

One time, three cents a word; twice, two cents a word each insertion. If printed in bold type, five cents a word. Agents' cards, five cents per word, if published once; oftener than that, three cents per word each insertion. No advertisement for less than fifty cents. Cash with order,

YE denizens of the National Capital, if your automobile or your motorcycle-if you have either-runs noisily or emits disagreeable scents, the policemen of the city will soon be on your trail. By amendment to police regulations, recently promulgated, the District Commissioners have decreed it is a misdemeanor for a person to run along the streets an automobile or motorcycle that batters the ear drums or offends the nostrils. And for each offense it is provided that the guilty party shall be fined from \$5 to \$40.

RUBBER has gone up, and that makes it inevitable that the prices of tires should go up. And they have gone up, about ten per cent. But as a matter of fact, everything has gone up. We tried to hire an office boy last week. Even they have gone up to \$7 and \$8 per. There was a time when you could get a pretty good office boy for \$3; but that's a story of other days.

THE Menneapolis Motorcycle Co. has increased its capital stock to \$700,000, Harley-Davidson to \$100,000, Pfanstiehl to \$50,000. If this business needs one thing more than another it is capital, live, vital money, not stage money. **پر** .%

N the old days the successful merchant was stiff, hard, proud. Today he is not. In the old days brains and money were the main factors in any enterprise. But things have changed. We have added to these-courtesy.

VICKSBURG, the largest town in Mississippi has but two riders. One is a subscriber to M. I., and he bewails the deadness of Vicksburg. What Vicksburg needs is two or three agents with a spark of dynamite in them.

OUR Southern friends will please accept our best thanks. Their responses were quick and generous. They are all gentlemen, even though a few of them may not be

## NEWS AND NOTES CULLED AT RANDOM

The annual triangle run of Providence riders, to Boston, Worcester and back, proved a very pleasant event for those who made the distance. The start was made at 7 o'clock, and the riders reached Boston at 10 o'clock. They dined in Worcester at 1 and arrived in Providence about 4.

B. A. Swensen, the "Terrible Swede," obtained a sufficient number of entries only on the strength of his promise to ride a 1907 2½ h. gear drive machine. Despite this fact, although he started last, he was the first to finish, so far ahead of his competitors that he did the checking. This makes the ninth run Swensen has made on time, and his wonderful work in this year's event caused one of his fellows to remark that "Swenson would get there even though he rode in a wheelbarrow." Those who

participated were as follows:
Frank O. Johnson, 5 Indian; B. A.
Swenson, 2¼ Indian; Frank Labonte, 5
Indian; Fred F. Draper, 5 Indian; Frank E. Wilkinson, 5 Indian; Harry Wilkinson, 5 Indian; Karl Nilson, 3½ Indian; J. B. McLoughlin, 6½ Merkel; H. Earnshaw, 3½ Merkel; S. Lincoln, 3½ M. M.;

Aug. Hanson, Hanson Special.

Pasadena, Cal.—Twenty-six members of the Pasadena Club entered its first annual run of the club, Oct. 16. The start was made from the clubhouse on South Fair Oaks avenue and a circuitous route of 148 miles was covered.

Six perfect scores were made. who covered the distance within the regulations were: Guy Henry, Frank Burnham. Austin Harding, Ray Senour, Phil Senour and Edward Loudenclos.

The stipulations under which the run was made required that an average speed of twenty miles be maintained, which caused four of the luckless riders to get into the toils of the law. The four men were arrested for speeding at San Bernardino, and after depositing a cash bail were allowed to continue.

Control men were stationed along the route at Monrovia, Azusa, Claremont, Cucamonga, San Bernardino, Redlands, Riverside, Corona and Pomona.

## **.%**

The New York Club has decided to establish club rooms on Broadway, be-tween 102nd and 103rd street. This was definitely decided at a meeting held last Thursday night in the club's temporary headquarters at 8 West 60th street. The committee having the matter in charge consists of Messrs. Mapp, Toepel and Bartsch.

Until the next annual meeting of the club, the work of former Secretary Le Roy Cook, who resigned to accept the Federation secretaryship, will be done by a committee composed of Messrs. Mc-Laughlin, Widmayer and Toepel. It is proposed to put new life into the or-ganization, which has been practically moribund for several months. This work has been undertaken with great en-

thusiasm by a number of loyal members who are convinced that, with a suitable home, the New York club will prosper and rapidly regain its erstwhile prestige and place of influence in American motorcycling.

The following letter, having reference to the photograph published herewith, shows what can be done where men are determined and the machines are right:

"I am enclosing a snap shot showing two Torpedos loaded down with oak flooring. They have just brought the load in from the country, eight miles



The two riders are Gust Johnson away. The two riders are clust Johnson and John Johnson, both of this city. They are in the floor-laying business. Whatever lumber they have left over from a job they pack on their motorcycles, with the box of tools, and carry them all to the next job.

"C. L. SMITH.

"Los Angeles, Cal."

A likely candidate for touring honors in the South is C. W. Kennard, of Mechanicsville. Md., a non-resident member of the Baltimore Club, who has just returned from a 2.030 mile journey, riding a twin Indian, over some parts of the country that would be impassable with an automobile.

Kennard's itinerary included the following cities: Washington, Baltimore, Philadelphia, Jersey City, New York, Albany, Syracuse, Auburn, Rochester, Batavia, Buffalo, Niagara Falls, then direct west to Cleveland, Toledo, Garrett, Ind., the return trip being made over the rough Alleghany Mountain chain, Youngstown, Pittsburg, Bedford Springs, Harrisburg. York to Baltimore.
No ill effects were felt from the trip,

on which Kennard averaged nearly 150 miles a day.

C. A. Pierce, of Johnstown, Pa., and Ira Wagner, of Dale, recently completed a trip to Springfield, Mass., and back. They rode Indians. Ralph Wilder left with Pierce and Wagner. He rode on ahead from Philadelphia, and went into Boston, but gave up on the return trip in order to get back to business.

The trio left Sept. 18th and reached Springfield on Sept. 25th. They went by way of Harrisburg. Lebanon. Fhiladelphia, Trenton, Jersey City, New

York, Bridgeport, Hartford, and New Haven, Conn. Pierce and Wagner were held up so much by the traffic in New York that it took them a whole day to cover the twelve miles across the city. Rain caused them to lay over at Spring-field for three days, while Wilder was on his way into Boston. Pierce's speed-ometer indicated that they had traveled 1.080 miles.

At the first meeting of the Motorcycle Club of the University of Penn-Sylvania, Philadelphia, William Deshler Warner was elected president; H. D. Hueber, vice-president, and E. R. Wilson, secretary-treasurer. The club son, secretary-treasurer. The club starts out with a membership of twenty, and its officials expect it to grow rapidly, as interest in motorcycling is rapidly increasing in Philadelphia. The new club is planning for a Southern trip to Baltimore, Washington and Richmond, to be conducted Easter week.

The club roster contains the names of eighteen men and the list of machines they ride is interesting. There are seven Indians; two N. S. U.s; two Pierces; two Merkel-Lights and one each of the Excelsior, Yale, Harley-Davidson and Thor.

C. C. Wilber, vice-president of the Eastern District of the F. A. M., has instructed the several State commissioners under his jurisdiction to seek out and appoint local representatives in each municipality where there are riders. Certificates of appointment will be sent to such officials, who will be expected to do their utmost to promote the interests of the F. A. M., and of motorcycling in general, in their respective localities. The Wilber plan is manifestly worthy of imitation by the vice-presidents of the other three districts.

At Lancaster, Pa., Thursday, 14th inst., the three-mile scratch race for singles was won by W. H. Lineaver, of Lebanon (Indian), his time being 4:10. Samuel Killian, of Reading (Merkel), was second, and Dr. W. H. Martin, of Landisville (Excelsior), third. Harvey Williams, of Lancaster (Indian), won the five miles for twins in 7:42. Edward Gruck (Indian) was second, and Linguist Control of the Gruck (Indian) was second, and Lineaver third. The five-mile race for the championship of Lancaster County, which was held Saturday, was won by Williams; time, 6:46.

The South Bend (Ind.) Club has been organized with the following officers:
L. D. Durst, president; Victor Paxson, vice-president; Howard Hagerdorn, secretary; C. H. Whitmore, treasurer. Directors, Frank Andrews, John Smith, W. R. Wade, R. M. Webster and George

McLaughlin & Ashley, 2284 Broadway, have just been appointed agents for the Merkel and Light in New York.

## A PICTURESQUE AND HISTORIC TOUR

BY THOMAS O. WANSLEBEN.

VIRGINIA HOT SPRINGS! I had heard so much about the place from highly esteemed treasurer, that when he proposed the trip I fell right in. So did several others who wanted a week's vacation. So we got busy—at least the treasurer and secretary did made the necessary arrangements, and told the fellows at the Friday night meeting we would start the next morning. However, only the treasurer and secretary were on the job, so without further ado we "beat it," taking the streets least frequented by "cops," to Brightwood Road, and thence to Olney, Md., eighteen miles from Washington, over a rather hard and bumpy highway. Here we took the left road, a "dirt pike," to Ridgeville, twenty-two miles further. to Ridgeville, twenty-two miles further. Everything went beautifully until my left pedal collided with a too prominent rock, leaving my foot without support. After securing the broken pedal, I managed to land again in the saddle, where I remained until we reached Mt. Airy, one mile beyond Ridgeville and also one mile beyond Ridgeville and also one mile out of our way. Here I procured a new pin and repaired my pedal, where-upon we returned to Ridgeville and thence to Frederick, Md. After filling our tanks here we proceeded over a good macadam pike, on which we had to pay three cents toll apiece at two toll gates, and then over dirt pike through the towns of Jefferson and Knoxville into the valley of the Potomac and Weverton Station, and, a few miles further, over a bridge at five cents toll apiece into Harpers Ferry, W. Va. This ended our first day's ride, seventy-three miles. Here we found good quarters at the Hotel Conner, and after a delightful supper we took in the sights of this historic old town.

At 5.30 Sunday morning we started our second day's journey down the famous Valley Pike to Berryville, Va., twenty and a half miles away, where we breakfasted. We paid five cents apiece at no less than four toll gates in this short ride. After satisfying the inner man we hit it up for Winchester, ten and a half miles beyond, passing through two toll gates, one at six cents and the

other twelve. Leaving Winchester, we passed through the towns of Strassburg, Woodstock, Mt. Jackson, New Market, Harrisonburg and into Staunton, 124 miles from Harpers Ferry, and through mineteen more toll gates at the rate of a nickel apiece for each machine. This seems like rubbing it in on the motorcyclist, as bicyclists pay no toll at all and automobiles only 10 cents at each. We were about six hours making the run from Harpers Ferry, including a stop to repair a blow out. To the man who enjoys scenery, who is interested in his country's history, this is a trip to be remembered. Our stop in Staunton was at the Hotel Augusta, which we found excellent.



A Gettysburg Monument.

At 9.30 Monday morning we headed in the direction of Churchville, eight miles from Staunton. Here the macadam pike terminated in a dirt road, where the chain gang was cheerfully at work under half a dozen deputies, who carelessly handled repeating rifles, shot guns and "cuss" words. At the end of five miles' riding over the worst road I have ever had the ill luck to navigate we came to a small river. Waist deep, over a rocky, slippery bed, I managed to get both machines across, our treasurer having been fortunate enough to manage a crossing over a fallen tree. We crossed a gap in the mountains just beyond, and

on the far side found another river, which we forded three times in a half hour. About twenty miles of good road followed—and then—I'll tell you what they do. They plow a ditch on each side of the road, and scrape all the sand, rocks, etc., into a pile in the middle. You cannot ride in the ditch and you cannot stay on top of the pile. You just sweat and cuss and manage somehow to get along to the end. After considerable toiling we came upon another gang "working the road," as they call it, and, taking their advice, we followed the left fork a short distance beyond, to avoid having to ford the river again. having to ford the river again. This fork was fairly good, leading down a narrow valley for several miles, then making a sharp turn to the right at the foot of North Mountain. Here we struck a most treacherous road. With precipices both above and below, the narrow path the state of the stat twisted in and out and around sharp corners up a grade so steep that I feared we would never make the several miles to the top. Fortunately, we met no team, for the least slip would have been sure death. We coasted down the far side of the mountain, occasionally hitting a few "thank-ye-mams," to the Cowpasture River. Here we hit the wrong trail and went about ten miles out of our way before we could find any one of whom to ask directions. How-ever, we got straightened out and, crossing the river and the ridge on the other ing the river and the riage on the other side, we descended into a valley where, darkness having overtaken us, we begged lodging for the night. We had reached the base of Warm Spring Mountain, wet, dirty, hungry and tired, before we were fortunate enough to secure grub and bed. After breakfast Tuesday morning we started on our last twelve miles. It

After breakfast Tuesday morning we started on our last twelve miles. It was something over 2,000 feet higher at the toll gate at the top of the mountain than at our starting point, and four and a half miles by road, of which two and a half miles were absolutely unridable on account of deep sand. I managed in some way to get on and beat it to the top, where I waited for our treasurer. He was not quite so fortunate as I, but he



White's Ferry.



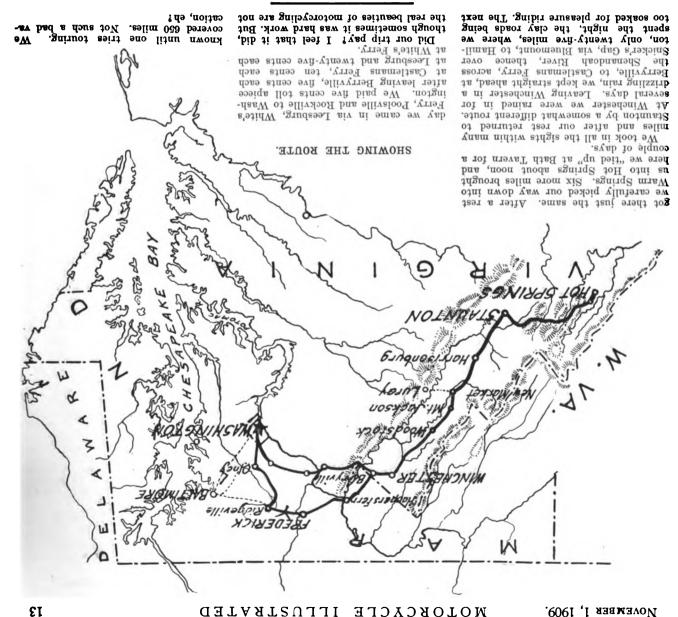
Paying Toll on the "Pike."



Snicker's Gap.







## SPRINGFIELDERS RIDE 1,700 MILES—A ONE-LEGGED TOURIST.

were it not for the fact that he is possessed of but one leg. His tours are frequent and extended, while the strenuous roads encountered in the mountainous roads encountered in the would prove anything but inviting to would prove anything but inviting to would prove anything but inviting to usual complement of legs.

One of Macy's latest exploits was a trip to Lake Tahoe, a favorite resort just the to Lake Tahoe, a favorite resort just the Sierras, lying half way between California and Nevada, and marktween California and Nevada, and marking the little corner where the Silver ing the little corner where the Silver

tween California and Nevada, and marking the little corner where the Silver was not the easiest thing imaginable, was not the easiest thing imaginable, even as mountain trips go. But he followed it out, and liked it so well that he continued on his way to Carson City, which is well down beyond the lake, to Reno and Virginia City. The itine erary included some of the worst possible excuses for roads. The trip was some of the steepest grades of the Rockies. Macy carried his crutches attapped ies. Macy carried his crutches attapped to the machine. to the machine.

encountered some unimproved highways which lessened the pleasure of motoring. The further they progressed on their southward trip the poorer became the roads, but they managed to make very fair time, walking but little until they attempted to run from Jacksonville to this city.

They have just started for South Ville to this city.

Cuba. After touring the island, they will sail for some point in South America and circuit that continent betore returning to the States. encountered some unimproved highways they reached Virginia, and then they

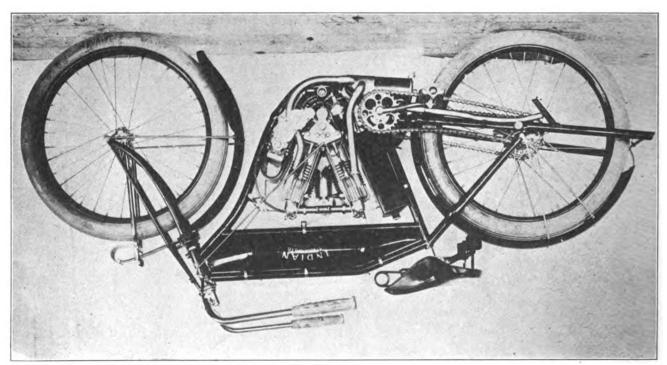
fore returning to the States.

Long-distance motorcyclusts are by no means hard to find; they are scattered all over the map. But it would be difficult to find one whose travels have taken him over more rugged and seemingly impassable stretches of country than have those of Charles C. Macy, of San Francisco, Cal. Macy is an endurance rider of long standing, which would not be so remarkable in itself Long-distance motorcyclists are by no

> homes in Springfield, Mass., four weeks days ago, from Jacksonville, having mo-tored 1,700 miles since leaving their across sloughs and over palmetto stumps, A. H. Bramley and Harry Moreaux reached St. Augustine, a few starm lesbeauxine having most and pushing one through deep sand, the difference between riding a machine, St. Augustine.-Keenly appreciating

> The young and work to the motorycies of the thirty-six miles, pushing their machines. They are making a tour of concines. They are making a tour of contion a trip covering South America. When they left Springfield they found traveling all that the heart could desire, the roads and cool, bracing weather. The fine system of roads continued until They stated that the most difficult atretch was between Jacksonville and this city. more specifically the last few miles before they arrived here. While the road is in fair shape for an auto, it offers hard work to the motorcycle. The young men walked seventeen of The young men walked seventeen of

## The 1910 Indian Described in Detail



mendously strong and stiff, but very light. This stand is pivoted to the rear fork just in front of the rear axle, and when turned down to support the machine, the bracket takes on bearing on a substantial stud braced to the rear fork, siving a very solid support. A new attachment, which will be standard on the 1910 Indian, and which which will appeal to every rider, is a new and aubstantial stand permanently attached to the rear forks. This stand is formed of strong, but light "D" section tubing, with forged steel brackets, and cross connected at the bottom, making it tremended.

giving a very solid support.

The attachment on this stand being entirely separate from, and in front of the rear axle, the rear wheel can be remined entirely from the frame without interfering with the stand, which is so placed as to be entirely clear of all of the rear wheel adjustments.

The rear wheel adjustments.

sity of attention. rience has given additional proof, if any were necessary, of its extreme desirability, efficient action and practically absolute freedom from trouble or necesation of attention 1910 models, in which magneto ignition will be the standard, as continued expe-The new Indian mechanically operated walves will be retained unchanged in the

The supply tanks have proved ample for their purpose, a notable instance being that in the great 24-hour race, one of the machines, a 5 h. stock twin, covered over 120 miles before requiring with gasoline, while the oil tank will last for 500 or 600 miles.

This is ruph, the Hondon morals have

a business proposition, to meet the de-This is what the Hendee people have to say regarding transmission:
"The standard transmission of the 1910 Indian will be the old reliable chain which has proved its superior merits during years of trial of every kind. As business proposition, to meet the de-

> Trean onl, which does not depend upon the rider. A hand pump is also provided as here-tofore, but merely as a matter of convenience for adding an additional quantity of oil under special circumstances, or for refilling the crank case after the spent oil has been drawn off.
>
> A valuable feature of this oiling device is that it is automatic in its action, vice is that it is automatic in its action. fresh oil, which does not depend upon sures a continuous and ample supply of into the interior of the motor. This inmotor, and this mechanism sends an ac-curately adjusted stream of oil directly Indian is provided with an extremely compact and simple force feed oiling device operated by the mechanism of the

> valve—a simple steel ball and spring. quantity as the speed increases. It has no complicated mechanism and but one the speed of the engine, increasing the quantity as the speed increases. It has vice is that it is automatic in its action, for it feeds oil in correct proportion to

### TWO SPEED GEAR, IF WANTED.

After a careful study of the question for over three years a practical free engine and two-speed gear will be offered to the third while well be fitted to the free speed device is a genuine free speed device is a genuine free speed, operated positively with a clutch, while the two-speed gear is of a substantial design and construction that can be relied on to last.

A minor point of improvement, which A minor point of improvement, which

count of the great power developed by the later Indian models, is the construction of the well-known compensating the drive connection between the two outer friction plates by substantial pins, thus taking this work from the connecting this work from the connecting bolts, which have heretofore performed that function, as well as adjusthas been shown to be desirable on account of the great power developed by A minor point of improvement, which

> the fork itself is made without joints, of very heavy construction, and thoroughly of this forced; and from the lower extremity of the fork to the upper part of the strong pipe braces extend, which are stayed out at thus crown, and thus form the strongest trues construction which it is possible to devise.
>
> The wheel hard is never the possible with the strongest to devise. found in the 1910 Indian is a new fork construction, and this, as are all Indian features, has been carefully worked out to produce a most efficient mechanism. The fork itself is made without joints, of The most notable change that will be wards upholding and increasing the repu-tation of its makers, the Hendee Manu-facturing Company, of Springfield, Mass. L fork of entirely original design, an automatic oiling device, a new stand, a two-speed gear at the minor improvements, and a number of minor improvements, the 1910 Indian promises to do much towards upholding and increasing the represents MPROVED by the addition of a spring

> ing qualities, to which it contributes. the axle meets the ground at the same point that the wheel does. This construction accounts for the superior steeraction, and at the same time embodies great strength. These points indicate a great advance in the method of springing the front wheel of the motorcycle. Another very vital feature, which usually escapes the observation of the uninitiated, is the fact that a line drawn from the head of the machine through the meets the great the same the wheel hub is mounted on a being crank lever, one extremity of which is connected to the fork ends, while the other rods, which ever is pivoted to a pair of the lever is pivoted to a pair of tods, which extend upward and connect with the spring. A long laminated spring of highly tempered vanadium spring of highly tempered vanadium exteel gives a smooth and most resilient action, and at the same time embodies The wheel hub is mounted on a bell

Another very important improvement is the system of lubrication. The 1910

mands of a supposed fashion, we built belt-driven machines during 1909, and during the coming season will supply Indian system belt-drive on the single cylinder machine only; but the result of all of our observation and experience has been that the more we see of belts, the better we like the chain. The belts have been the fashion in England for a long time, and we all know how hard it is to convince a Briton of the desirability of a chain; but the performance of two twin chaindriven Indians in England day in and day out throughout the present season, has very nearly worked a revolution even in that conservative country."

The Indian line for the coming year will consist of two single cylinder and two twin models. The first single will be the 23/4 h. machine similar to that heretofore built, but including the im-provements above described. The other provements above described. The other single cylinder machine will be practically a new model of 4 h., which will have a cylinder of 31/4 in. bore by 3 43-64 in. stroke, giving it a piston displacement of 30.46 cu. in.

The smaller of the twins will be the already well-known 5 h. machine, while the remaining model of the 1910 Indian family will be the 7 h. of 60.92 cu. in. piston displacement.

The 1910 specifications in detail are

as follows:

### TWIN CYLINDER.

38.61° (5 h.), and 60.92° (7 h.). Specifications.

Motor-Hedstrom improved, air cooled

38.61°, stroke 3¼, bore 2¾ in.; 60.32′, stroke 3¼, bore 3 43.64 in.

Valves—Mechanically operated by new mechanism. New exhaust valve release. Carbureter-Hedstrom improved, au-

tomatic, compensating.

Ignition—High tension Bosch magneto.

Spark Plugs—Hedstrom perfection

mica plugs. Muffler—Indian latest, fitted with cutout, operated by foot, giving complete

Lubrication—Automatic, constant, positive feed, by mechanically operated

Oil Gauge-Direct sight, opening to

improved oil reservoir in base. Control—Indian patent, leverless, double grip, "twist-of-the-wrist" system. Right grip controls spark advance and exhaust valve release; left grip controls throttle.

Transmission - Indian patent chain drive, with improved compensating sprocket. Chains and sprockets protected by guard. Pedaling gear 50 in. Chain drive, 41-3 to 1, with 27-tooth sprocket. Options. 43, 39, 35, 31 and 23-tooth sprocket. Chain, ½ in., % pitch.

Tanks-Gasoline capacity, over 2 gallons. Improved sure-tight gasoline cut-off built into tank. Oil capacity, 2 quarts. Two speed and free engine gear on 7 h., \$50 extra.

Frame—Special steel tubing, Reinforced Throughout Its Length. Height, 19 in.

Fork-Indian cradle spring fork, powertully braced, and with long spring of vanadium steel. Fork crown drop forgings.

Wheel Base-Fifty-three inches.

Wheels - Twenty-eight inches, spokes both front and rear. Rims, hollow steel, finished to match frame.

Guards-Improved wide mud guards front and read. Front guard provided with splasher.

Tires—G & J improved molded, 21/2. in., detachable.

Brake-Corbin-Indian Special Coaster Band Brake.

Saddle-Imported Brooks B-105 motorcycle saddle, with compound springs, for riders less than 150 lbs. Options, B-105-4, for riders over 150 lbs.; B-90-4, for riders over 200 lbs. Also Messenger Standard, No. 3.

Finish-Royal Indian blue; all bright



The New Indian Fork.

parts nickeled on copper. Options, Indian red or Indian green. Weight-one hundred and fifty-five

## SINGLE CYLINDER 19.30<sup>s</sup> (2<sup>3</sup>/<sub>4</sub> h.)

The 30.163 (4 h.) model differs from above only in size of motor.

### Specifications.

- Hedstrom improved, air Motors cooled, 19.30°, stroke 3½, bore 2¾ in. 20.16°, stroke 3½, bore 3 43-64 in. ('arbureter—Hedstrom improved, au-

tomatic compensating carbureter.

Valves—Mechanically operated.
Ignition—High tension Bosch magneto. Option. No. 6 dry batteries, \$25 less. Spark Plug-Hedstrom mica plug.

Muffler - Indian latest improved .-Lubrication-Automatic, constant, positive feed, by mechanically operated

pump.
Oil Gauge—Direct sight, opening to improved oil reservoir in base.

Control - Indian patented leverless, double grip, "twist-of-the-wrist" system.

Transmission — Indian roller chain

drive, with compensating sprocket.

Gear—Pedaling gear 50 in.; Motor 61-5 to 1 with 31-toom sprocket for the 19.30°, 5 3-5 to 1 for the 26.96°, with 35-19.30°, 0 3-3 to 1 for the 20.96°, with 35-tooth sprocket. Options, 43, 39 or 23-tooth rear sprockets. Chains, ¼ inch, % pitch. Option, Indian system belt drive on 4 h. machine only. Free en-gine and two speed gear on 4 h., \$50 additional.

Tanks-Gasoline capacity, 2 gallons;

oil capacity, 2 quarts.

Frame—Special steel tubing Reinforced Throughout Its Length.

Fork-Indian cradle spring fork. Wheel Base-Fifty-three in.

Wheels-Twenty-eight in.; 36 spokes front and rear. Rims, hollow steel, finished to match frame.

Guards-Improved wide mud guards

front and rear.

Tires— G & J improved molded, 2½-in., detachable.

Brake-Latest Corbin-Indian Coaster Band Brake.

Finish-Royal blue. All bright parts nickeled on copper. Options, Indian red or Indian green.

Weight-One hundred and forty lbs.

### 1910 INDIAN MODELS.

The following are the sizes, models and prices of the Indian to be built during the year 1910:

0 •
19.30 <sup>3</sup> (2 <sup>3</sup> / <sub>4</sub> h.) single cylinder, bat-
tery ignition
19.30 <sup>3</sup> (2 <sup>3</sup> / <sub>4</sub> h.) single cylinder, mag-
neto ignition
30.46* (4 h.) single cylinder, bat-
tery ignition 225
30.46 (4 h.) single cylinder, mag-
neto ignition 250
38.61° (5 h.) twin cylinder, mag-
neto ignition (only) 275
60.92° (7 h.) twin cylinder, mag-
neto ignition (only) 325
• • • • • • • • • • • • • • • • • • • •

The G & J Tire Company, of Indianapolis, Ind., have received a letter from an enthusiastic motorcyclist, who has made a trying test of Indianapolis G & J tires. The letter is from Harvey A. Kientz, 788 South Fifth street, Co-

lumbus, O., and reads as follows:
"I am back to good old Columbus, safe and sound, with Columbus air in both my and sound, with Columbus at it both my G & J tires. When I left home, Oct. 4, my speedometer registered 5,122.4 miles; it now registers 6,104.7 miles. My route was from Columbus, O., to New Castle, Ind., Indianapolis. Chicago, Aurora, then on to St. Louis, Mo.; then back to Columbus via Indianapolis and New Castle. I did not have a single puncture or mishap of any kind. My front tire had run over 7,000 miles before I left Columbus, and is good for several hundred more. I remain a G & J tire user forever.'

Two motorcycle races were on the program of the motor meet conducted by the New Haven Auto Club on Saturday, Oct. 10. The five mile handicap was won in 8.55 1-5 by George Wildman. First place in the free-for-all, also five miles, was captured by Elon Weaver; time, 7.27 1.5.

## Many Changes in the 1910 M. M. Line

A NNOUNCEMENT has just been made by the American Motor Company, of Brockton, Mass., of the details of the 1910 M. M. models. Three machines will be marketed, a 3½ h. battery special, a 4 h. single with magneto ignition, and a 7 h. twin with magneto. Of these three, two models remain substantially the same as in 1909, namely the 3½ h. battery single and 7 h. magneto twin. However, both have been improved in many respects; mud guards are of aluminum; the stand is so arranged that it is raised by two coil springs and latched automatically when not in use. Roller bearings are used throughout in the twin motor.

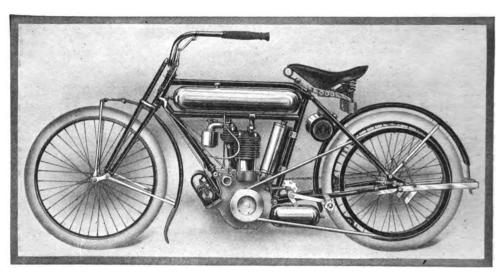
The leader of the M. M. line, however, is the 4 h. magneto single. The frame design, spring forks, 26-inch wheels and cylindrical, nickeled gasoline

cylindrical, nickeled gasoline tank are the same as in the present model. Otherwise, the machine is greatly altered in both make-up and appearance. Instead of the motor being supported in the frame, with the head secured to the seat-post mast, it is set vertically, the frame being reinforced by an added upper tube, to which the head is bolted. The other points of difference are, briefly, mechanical inlet and exhaust valves, roller bearings in the motor, a mechanical oiling system in addition to the hand pump, larger tank capacity for both fuel and oil, thirty pound fly-wheels, gear drive for the magneto and several minor improvements.

Rated at four horse-power, the motor is just within the 30.50 cubic inch F. A. M. rating. It will be set vertically in the frame. secured at the base to both front and rear down tubes, and at the head to the upper reinforcing tube. The engine base will be aluminum, castings bolted together, to which the machined cylinder and cast head will be bolted as in the 1909 models.

The base, however, is larger, to accommodate heavier fly-wheels. The latter weigh thirty pounds, the additional weight being carried in an added inch of circumference. The connecting rod is slightly heavier, with an enlarged "big end" and roller bearing. The crankshaft itself is supported at both ends by similar bearings. The exhaust valve plunger, push rod, etc., are as before, except that the new valve will be 1% inches in diameter, and the push rod made adjustable to take up wear. The inlet valve will be 1% inches in size, located directly above the exhause valve, and mechanically operated. Placing one valve above the other in this manner forces the incoming charge of cold fresh gas against the hot exhaust valve. This not only warms the mixture causing it to explode more readily, but it also cools the exhaust valve chamber.

The inlet valve is operated by a push rod and rocker arm arrangement, the



The M. M. Leader, the 4 h. Magneto Single.

rod being actuated by a plunger that is lifted by a latch on the intermediate gear shaft. This latch is similar to the one used in the exhaust valve mechanism. The valve opening is positive in the new arrangement, there being no chance for the push rod to accidentally work loose and become lost; also, about two minutes work with a bicycle wrench will convert the mechanical into an automatic valve. The inlet push rod is also made adjustable, so that any amount of wear can be taken care of.

A great deal of thought has been put into the mechanical oiling system. The

A great deal of thought has been put into the mechanical oiling system. The result is an oiling arrangement that is just about as fool-proof as any mechanism can be made. It is, briefly, as follows: A drip feed into the engine base with a pump which forces all the surplus back into the tank. In addition, there is a hand pump in the tank that can be used for emergencies. The tank will be cylindrical in shape, or seamless brass tubing, one and one-half quarts capacity. It is secured to, and just ahead of, the rear down tube. The oil will drip from this tank directly into the engine base. The drip tube is large enough to allow the heaviest oil to flow in a constant stream. The pump is a little rotary affair, enclosed in the gear case, and it pumps all the oil above a certain level in the base back into the tank. This level is fixed by means of a stand pipe.

tank. This level is fixed by means of a stand pipe.

Another improvement in the new motor is the separation of the valve-operating mechanism into a compartment of its own. A partition has been made across the forward end of the engine base. This insures a perfectly clean motor, as the crank base compression is confined entirely to the base, and there is no possibility of oil being forced out above the plunger guides or other openings.

The Bosch magneto in this new model is set forward of the motor, on a platform cast integral with the base, and is driven by a chain of three gear wheels. These gears, as well as the cam shaft gears, are enclosed in aluminum cases and packed in grease. By removing the screws in the covers both trains of gears can be gotten at, all in only a few minutes' time.

The roller bearings in the new motor are exceptionally large, and of somewhat unusual construction. They consist of an inner bushing that turns integral with the shaft, and an outer shell that is pressed firmly into the base, between which the rollers run in an oil bath. The entire bearing is turned and ground out of a high-carbon steel, and the bearing surfaces are of exceptionally liberal proportions. The dimensions of the two crank shaft bearings are as follows: outside diameter, two and three-quarters inches; inside diameter, one and eight-one hundred inches; thickness of outer shell and inner bushing, three-sixteenth inches; rollers, three-eighth inches in diameter by eleven-sixteenth inches in length.

The task of keeping oil confined in the bearing and from the outside of the crank case is accomplished in a simple and ingenious manner. An oil ring, as it is called, having a deeply concaved inner surface, is placed just outside the bearing proper. An oil duct leads the surplus oil from the lowest point in this ring back into the engine base. Therefore, the engine base outside is kept absolutely tight and free from oil.

A minor improvement, but one that will contribute largely to the rider's comfort, is made in the supporting stand. This will be fitted to all models. The stand itself will be similar to the old one. It is braced at the corners for added strength, and when not in use is raised to a horizontal position and locked automatically by means of two strong coil springs. These springs are attached to either side of the stand at one end, and to the frame at the other. Just as soon as the machine is pushed forward, off the stand, these springs snap it up into position where it is locked

securely in a catch made up especially for the purpose.

Aluminum mud guards are used on the new models. They afford greater elasticity to withstand road vibration and save just a trifle over three pounds in weight. Other improvements are carbureter construction, a knock-out front axle, larger tank fastening stud, etc. Drive will be for either flat or V belt, as desired. The three models are listed as follows: 3½ h. battery special, \$200; 4 h. magneto single, \$225; 7 h. magneto twin, \$300. Descriptive circulars are ready for distribution and will be mailed on application to the American Motor Co., Center street, Brockton, Mass.

As an extra on all of the above machines the American Motor Company will furnish a free-engine clutch at an additional cost of fifteen dollars. The clutch is contained in the engine pulley and is made for either flat or V belt drive. It consists simply of an expanding steel band that turns integral with

the engine shaft, and a freely movable outer shell that provides the pulley surfaces. By means of a single vertical rod with a handle lever at its upper end, and a short lever at the bottom, an inand-out motion is made to expand or contract this steel band so that the engine drives the rear wheel or runs "free" of the driving pulley.

With the clutch in its expanded posi-

With the clutch in its expanded position, the pulley and shaft turn as one unit. The construction is extremely simple and compact. The special pulley extends only one inch beyond the ordinary. The expanding band is surfaced with fibre set with cork inserts, affording a perfect grip in combination with the inner steel shell of the pulley itself. The clutch is packed with grease, or it can be oiled with a heavy lubricant; there is no possibility of slipping it unintentionally, no matter how it is oiled. Provision for adjustment has been made so that wear in the fibre facing and cork inserts can be readily taken up.

A heavy steel band, one-quarter inch thick by one inch wide, is carried around the pulley to protect it from breakage if the machine should skid and fall. This band is carried from under one of the forward engine base bolts, across the pulley, and down to one of the lower bolts. At its center it provides a bearing for the lower end of the actuating rod.

The clutch will do away with pedalling or running with a machine to get it started. The rider simply kicks the motor over on the stand, pushes the machine forward so the rear wheel rests on the ground, (the stand is pulled up and latched automatically by two long coil springs), gently slips the clutch in and moves off. He does not get off the saddle after first mounting. The clutch starts the machine off slowly and without a jerk. It is also of great value in traffic or over bad roads, as the engine can be run "free" in an instant and the speed reduced to a walking pace.

### TOPEKA DEALERS FIND ORGANIZATION BENEFICIAL IN EVERY WAY.

There is certainly nothing the matter with those Kansans who conduct motorcycle and bicycle stores in Topeka. They are fortunate enough, wise enough and energetic enough to have realized that they have many common interests and, acting upon that principle, to have organized one of the strongest and, withal, most harmonius dealers' associations in the country. It has benefited them immensely, and it has also made the sport very popular. The purpose of the organization is summed up in the following section of the constitution and bylaws:

laws:

"To promote a feeling of goodfellowship and harmony among the dealers, to create a public interest in motorcycle and bicycle riding, to assist in the prevention of theft of motorcycles and bicycles, to establish a trust and credit reference system for our mutual protection against those unworthy of credit, to encourage the organization of clubs, and to discuss methods of conducting business, prices, terms, etc."

No one but those owning or control-

No one but those owning or controlling an interest in a motorcycle or bicycle store or shop are eligible to membership. If two or more members belong to one firm only one of the firm is

## CARTRIDGE TWO-CELL COIL.

The Cartridge Coil Company, La Fayette, Indiana, has recently placed upon the market a new type of coil, which requires but two cells of dry batteries for its operation, and is said to be more efficient than the old-style three-battery coil. The manufacturer of this coil reports that actual tests have shown that with two cells this coil has operated a single-cylinder machines 1,200 miles without requiring a replacement of the batteries.

The Cartridge coil is made the same size as a dry battery, and therefore can be placed in the battery box within the same space previously occupied by the three cell coil. This arrangement has several advantages; first, that it improves the appearance of the machine and removes several pounds of the



M. E. Harding.

allowed to vote at any meeting. The membership fee is \$5, with fifty cents

weight; second, that it gives the coil protection that will materially increase its life and efficiency, and third, it shortens the connecting cables.

The Cartridge Coil Company will be

The Cartridge Coil Company will be glad to send literature on this coil to any one interested. The address is, Cartridge Coil Company, 3 Mechanic Street, La Fayette, Indiana.

J. T. Baxter, of Jackson, Tenn., has taken up the N. S. U. agency for the surrounding country. Other new N. S. U. agents are the Hot Springs Auto & Taxicab Company, of Hot Springs, Ark., and A. Luchessa, 879 Hiquera street, San Luis Obispo, Cal.

F. M. Spinning, of Seattle, has taken on the Emblem for the State of Washington, and W. D. Alexander, Atlanta, Ga., for several southern States.

dues per month. Meetings are held once a month at the various dealers' stores.

During the present season two race meets have been promoted by the Association, one on July 5, which was very successful and satisfactory to all concerned, and one on Sept. 13, in connection with the fair. At the last annual meeting, the following officers were elected: M. E. Harding, president; E. J. McDowell, vice-president; Geo. Brummitt, secretary; D. B. Simpson, treasurer.

President Harding, whose likeness is reproduced herewith, writes:

"At the present time a movement is on foot to organize a club. It is our belief that races can be better promoted by club members than by the dealers, providing we get the interest worked up to the proper pitch and stand ready to support them.

"Topeka is not and probably never will be as good a motorcycle town as some of the neighboring places, on account of the surrounding country roads, though they are being rapidly improved. Our city streets are fine and I see no reason why there is not a good future for the business in this city."

### NEW PFANSTIEHL MAGNETO.

The Pfanstiehl Electrical Laboratory, manufacturers of spark coils, North Chicago, Ill., has just increased its capital stock to \$50,000, having enlarged its plant and equipment for the purpose of manufacturing a new high tension magneto and other devices.

The Pfanstiehl magneto is the result of two years of careful experimenting. It contains no freak features, being constructed along practical and scientific lines. Its makers declare that it will create a new standard in magneto selling and construction.

**JE** JE

Finch & Hayes is the style of a new firm which has just been organized in Hartford, Conn. Its establishment is at 24 Central avenue, and it will handle the Merkel and Light machines.



# Talk No. 3 To The "Live" Agents In All Unoccupied M. M. Territory

We've talked about our 1910 models—not much, just enough to assure you that the new M. M. is the very best machine you have ever seen. There is more value in it, more motorcycle for a dollar than you have ever seen sold for 100 cents. It is a machine with the question and doubt left out; a machine that we, and you, can sell with a guarantee that it will give perfect satisfaction to the man who buys it.

The 1910 M. M. is the motorcycle you can sell at a profit. There will be a demand for it—simply because every man who can recognize motorcycle value will see it sticking out all over the M. M. It is a motorcycle that will sell at a low selling cost, that will stay sold because it is satisfactory, that will sell others because it is good—good all the way through.

We've told you about our \$35,000 advertising campaign. Every dollar of it is going to help you *directly*. This amount will be spent in the magazines and newspapers. It does not include a considerable quantity of the long green we shall spend for catalogues, circulars and other matter of a similar nature.

We have completed our plans for supporting our agents in every possible way this year. There will be no kick coming over deliveries. M. M.'s will be coming through in November—and in quantities in December. We have parts on hand and shipments will go forward promptly. We have a very helpful campaign of selling suggestions that we shall

submit to you from time to time. Our follow-up system has been greatly improved, and inquiries we receive from any agent's territory will be worked up to the sales point and then turned over to him.

All these things we are doing to help our agents—and ourselves incidentally. The very fact that agents all over the country are renewing their contracts with us year after year is the best evidence that our efforts are bringing returns. And we are constantly bettering those efforts.

We have put the proposition up to you very squarely. Our machines are all we claim for them—and then some. Our advertising in the magazines will help. Our follow-up system does help. Our circularizing, and our little monthly magazine, "SPARKS", accomplish wonders.

We are in business to stay, to make a living at it, and we can show you how you can make money in the motorcycle business.

It is up to you. If you are a good salesman, in the bicycle, sporting goods or automobile business we can show you why it is profitable to add motorcycles to your present line. Write us now. Our proposition is a good one.

P. S.—Ask us for the November issue of "Sparks" if you are not already on the mailing list. It contains full description of 1910 M. M. models.

## American Motor Co.

## 716 Centre Street

Brockton, Mass.

## **DISTRIBUTING STORES:**

AMERICAN MOTOR CO.,
218 Clarendon Street, Boston, Mass.
GEO. P. JENKINS,
10 West 60th Street, New York City
L. E. FRENCH.

895 Main Street, Buffalo, N. Y.

G. M. GREENE, Mgr. AM. MOTOR CO., 1536 Michigan Avenue, Chicago, Ill. AMERICAN MOTOR CO. OF TEXAS, M. M. Building, Dallas, Texas LINCOLN HOLLAND, 1034 South Main Street, Los Angeles, Cal.



### IDEAL SPECIFICATIONS.

The many letters in your paper of late, descriptive of an ideal machine, indicate the slowness of manufacturers to give us just what we want. No machine on the market has more than three or four of the features on which it seems we are all able to agree; for instance, the two-speed gear.

Without the two-speed gear, motorycling is worse than hard manual labor. Who ever started up a long, steep hill who did not come up behind an old lady driving a horse that could scent a motorcycle a mile away? Or who ever passed a wagon from behind who did not have to wait for a wide place in the road?

However, I would like to try my hand at describing an ideal machine.

To start with the frame must be low and have a long wheel base; wheels 28 inches, tires 2½ inches; spring forks (Excelsior, M. M. or R.-S.); rear spring frame like the Merkel, or at least a spring saddle post; gasoline capacity, 2½ gallons: motor, Pierce or F. N.; drive, shaft, with two-speed sliding gears, with gear ratio 4 to 1 and 12 to 1; twist grip control, with extension rubber grips; ignition, high-tension magneto; handle bar emergency brake by Bowden wire and hand lever. I do not consider foot rests essential to an ideal mount. In back of the saddle post and in front of the rear wheel there should be compartment for tools, spares, etc. To all these add a reliable carbureter, good coaster brake and stand.

A SUBSCRIBER.

Columbia, Tenn.

## CHALLENGES ALL COMERS.

In the recent Pueblo Beach race between A. Terry, J. McGraw and myself, I rode a Curtiss machine. I made the first lap, one and a half miles, with two turns, in 1.30 flat, or at the rate of approximately 59 seconds to the mile. My machine was geared at only three and one-half to one, while the gearing of the machines of my competitors was two and one-half to one. On account of spark plug trouble, I had to stop at two and one-half miles. I do not hesitate to say that had my machine been geared as were the others, I could have given a handicap of fully five miles to the other two riders and still have won the race.

If anyone else in Georgia, Alabama or Florida can produce anything at 31/2 h. equal to my Curtiss, I shall be pleased to hear from him.

RAY E. REED.

Jacksonville, Fla.

### 38 VIBRATION.

Half Enthusiast.—Your friend seems to have exaggerated conditions. problem of vibration has been practically solved by the manufacturers, with a few exceptions, and the 1910 models will as a rule, be easy-running and quite comfortable. It is undoubtedly true that a four-cylinder machine should run more smoothly than the singles and twins, but in any event you need not fear any ill effects from excessive vibration, no matter which type you decide to purchase.-Ep. .42

### IOWA RIDING CONDITIONS.

J. P. Herrick sends us, with his photograph, reproduced herewith, some mation regarding riding conditions in the vicinity of his home in Sioux City, Iowa.

He writes:
"I was the first to ride a motorcycle here. Now, there are twenty machines in this neighborhood, and we expect to have a great many more riders in 1910. This in spite of the fact that our roads are so poor as to render riding impossible less than a week after a rain.



"However, we do the best we can in dry weather, our favorite runs being to La Mares, Omaha, Dakota City, McCook Lake and Sali Brown's Lake, where there is excellent fishing and hunting.

"William Knight, who handles the In-dian and Harley-Davidson here, tells me that he is doing a good business. He is popular among the boys, and looks for-ward to a prosperous season next year."

### **,** HORSEPOWER FORMULAS.

Please publish the formula for calculating the horsepower of an engine.
L. W. DELYEA.

Cohoes, N. Y.

The F. A. M. formula is  $\frac{D^2 \times L \times N}{}$ , in 18,000

which D equals the bore, L the stroke, and N the number of revolutions per minute. With a twin, the result would

have to be doubled. Another good formula follows: H. P. = .25  $(d-\frac{1}{2})^2 \times N$   $\vee$ s. Here d equals the bore, N the number of cylinders, and s the stroke. Using the second formula, and applying it to a second formula, and applying it to a twin with  $3 \times 3$  engines, you would have: H. P. = .25 (3-\frac{1}{2})^2 \times 2 \times \frac{1}{3}, \text{ which is approximately } 4\frac{1}{2}. Since the F. A. M. formula considers the number of revolutions, it might be well to use both, and then strike a mean between the two, which would probably give you the most accurate result obtainable.-Ep.

## AN IMPORTANT RULE.

I desire to call the attention of the riders and manufacturers to Article 6. Section 2, of the rules for competition of the F. A. M., which reads as follows: "The referee shall have absolute power to prohibit the use of any machine which he considers unsafe, unsuitable or of improper construction. A machine not equipped with a brake or brakes shall be deemed unsafe and unsuitable.'

It has come to my notice that a number of machines have been used on oblong tracks unequipped with a brake. I would like to warn all riders and manufacturers that they violating this rule.

Very sincerely yours,

J. P. THORNLEY,

Chairman F. A facturers that they run a grave risk by

Chairman F. A. M. Competition Committee.

## BELT FASTENER.

In your Oct. 15 issue I noticed In your Oct. 15 issue I noticed remarks by A. H. Bartsch, respecting belts and their fastenings. I ride with a V belt, and I have placed under the coupling on top of belt a piece of thin sheet iron, having one side dented with dull teeth, made by striking an ordinary nail point into the iron. Through this iron I have punched a hole for the bolt. First comes the belt connector, then the iron, then the belt. When the bolt is screwed down upon the belt it forces these little hillocks into the belt under the connector, and I believe the whole end of the belt will be torn off before the bolt will pull through.

JAMES MACCOY, (M. D.)

Chicago.

## TO SET VALVES.

36

E. Kenneth.—The exhaust valve on most motorcycle engines commences to open within about one-tenth of the end of the working stroke, and is on its seat at the end of the exhaust stroke. The inlet valve usually commences to open when the piston has completed a fraction of the induction stroke, varying from 1-16 in. to % in., according to the length of the stroke of the engine and the speed which it runs. The latter remark refers to a mechanical valve.

# COASTER BRAKE WARNING



E hereby warn all MANUFACTURERS, JOBBERS, DEALERS and THE PUB-LIC AT LARGE that it is absolutely essential for the good and welfare of the general public that all Motorcycles be equipped with "THOR" COASTER BRAKES. We warn you to take heed to avoid an accident to body and machine.

This is strong talk and here are the facts to back it up: We are the only Coaster Brake Manufacturers who have had an opportunity to properly design a Motorcycle Brake, due to the fact that we have for nine years designed and built every part of a Motorcycle, therefore we are in the best position to know the requirements to offset the terrific strain placed upon a Coaster Brake by the rider.

If a band brake was the best you can just bet your agates that we would make and adopt such, but you will notice that there are no band brakes on our Motorcycle. We call your attention to the simple and positive manner in which we distribute the braking strain by using a number of metal discs in the same manner as is used in an automatic disc clutch, thus preventing the action from being harsh or sudden and eliminating friction on its coasting qualities. It is essential that a Motorcycle Coaster Brake should have a properly designed arm to retain it and have it perform its functions properly and safely, due to the fact that invariably axle nuts loosen up, and without this proper arrangement the rider courts danger. Manufacturers who have considered wisely have adopted the "THOR" Brake for 1910. Wise dealers demand it, and the knowing motorcyclist will have no other. Therefore take warning and be right.

## Aurora Automatic Machinery Co.

Licensed Coaster Brake Manufacturers

**'THOR" BUILDING** 

CHICAGO, ILL.

### PRICE OF RUBBER STILL GOING UP: SHORTAGE OF SUPPLY.

Akron, Ohio. - A serious condition confronts the motor industry as the result of the rapid advances made in the price of crude rubber recently, according to H. S. Firestone, President of the Firestone Tire and Rubber Company. The price continues to advance, and to-day an ounce of rubber, when washed and prepared for manufacturing, is worth one-third as much as an ounce of pure silver. When asked to explain what had brought this condition about, Mr. Firestone said:

"Illustrating the changes in the price of rubber gum, it is a matter of record that during the years 1905 and 1906 the market fluctuated between \$1.20 and \$1.35 a pound, but during the panic in 1907 the price fell steadily, finally touching 67 cents in February, 1908, when the demand for rubber quickened, and the price was steadily advanced, until it is now quoted at the record-breaking figure of \$2.18 a pound for immediate delivery. The floating supply is so small that there is very little to be had even at this figure.

"Most of the rubber used in high grade tires comes from the Para and Ceylon districts. Some comes also from Mexico, Africa, and scattered portions of South America, but most of this is of an inferior quality and unsalable for high grade tires.

"Crops are being harvested up the Amazon River and in other localities, but as present stocks are depleted this new rubber will be snapped up as rapidly as it finds its way into the market and no material reduction in price is to be expected for some time to come.
"The present enormous demand is not

to be wondered at when it is remembered that the 1909 output of motor vehicles tires alone will amount to nearly \$30,000,000, and the probabilities are that next year's production will aggregate between \$35,000,000 and \$50,-000,000. Rubber tires now take the lead in the consumption of high grade rubber

"The average increase in the yield of crude rubber per annum for several years back has been about 11 per cent. So great is the demand from the motor industry that it is regarded doubtful if the harvest of wild rubber will increase sufficiently to keep pace with the growing demand, and the world will eventually have to look toward the rubber plantations for a good share of its future supply." These conditions have caused a ten per cent. increase on all tires.

### THE 1910 GREYHOUND EMBODIES MANY FINE FEATURES.

The 1910 Greyhound, illustrated herawith, differs radically from all of the previous productions of the Greyhound Motor Works, Buffalo, N. Y., and represents a great step in advance. "We have used," writes the company's secretary, it has the interpretation of the company's secretary. "the best intelligence we can command in interpreting the desires and requirements of the motorcyclist of today, and we are amply satisfied that the result as shown in this model fully justifies our endeavor.

"This is essentially a machine for service and while primarily everything else has been subordinated to good me chanical practice, we have still produced a model that is exceedingly trim, cleancut and pleasing in appearance, and as simple as it is possible to make it, in view of the work to be done."

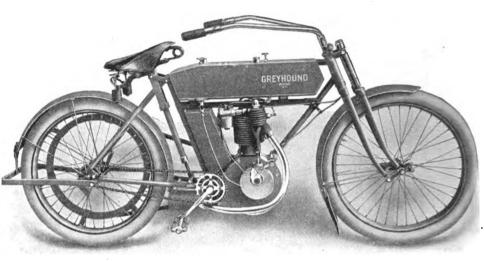
The motor is set vertically, strongly

anchored to the frame at four points, has 3¼-inch bore and 3%-inch stroke, giving a piston displacement of just under 30.50

and delivering full 4½ h. p.
A 22-lb. flywheel, 9½ inches in diameter, is inclosed in an aluminum case. V belt drive will be standard equipment with the option of flat belt with hand-operated idler. Other features are a combination tank, carrying gasoline, batteries, coil and oil; double grip control, the

The Bosch Magneto Company has established at 537 Van Ness avenue, San Francisco, California, a branch which is to be its headquarters for the West and the Pacific Coast. This is the second large branch established by this company within two years; and the San Francisco office and plant is to be equipped similarly to and conducted like the main New York office and the Chicago branch. Not only will the Western headquarters carry a complete stock of the various types of Bosch magnetos (their fittings and parts), but it will be the head-quarters of a corps of competent electrical engineers, whose services for consultation and advice on magnetos and ignition topics are at all times at the

disposal of patrons and those interested.
On Oct. 11, Mr. Otto Heins, vicepresident of the Bosch Magneto Company, left New York for San Francisco to complete arrangements for the es-



connecting cables passing through handlebar tubes and frame head, making a very clean construction; the patent Greyhound shock absorber is, of course, re-tained, with some elaboration of detail; in addition to this there is a new cushion front fork. With these comfort devices

tablishment of this branch. Some pre-liminary work had been done in advance of this by Mr. B. F. Brinkman, who is to be the local manager of the branch.

The remarkable growth of the motor trade in the West and on the Pacific Coast, and the Bosch Magneto Company's share in this forward movement, is responsible for the establishment of its new Western headquarters. The formal opening of the branch took place Oct. 20, during Portola Week.

D. C.—The Reading Washington, Standard Company is fortunate in having as its National Capital representaing as its National Capital representa-tive one of the most enterprising agents in the country. T. N. Mudd, Jr., is a thoroughly resourceful and up-to-the-minute dealer, a rider of no small repute, and one of the officers of the local club. He was one of the first bicycle dealers in the South to take on

and good, big tires, the whole action of the machine is declared to be soft and smooth.

Magneto ignition will, of course, be furnished at a reasonable advance of price. The equipment includes a large tool box, amply furnished.

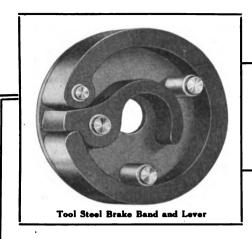
the motorcycle, and he has ever since proven most successful in forwarding the interests of the self-propelled machines.

Continually improving its product, the Kokomo Rubber Company, Kokomo, Ind., has just placed upon the market a new studded tread tire, one having four rows of studs, instead of three, as formerly, an improvement designed, course, to add to the tires' non-skidding and wearing qualities.

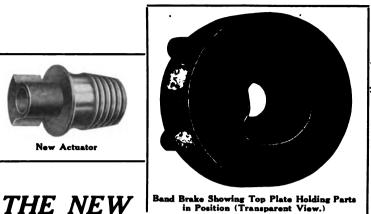
J. D. Hallman & Company, 542 Park street, Allentown, Pa., have taken the agency for the C. V. S. machine and are

agency for the C. V. S. machine and are doing very well in that city.

B. Dallas, Tex.—The Miami folks, makers of the Racycle, are ably represented in the southern district by E. J. Cotines, manager of the Dallas Show.







## NEW DEPARTURE

INTERNAL EXPANDING BAND COASTER BRAKE For MOTORCYCLES—THOROUGHLY DEPENDABLE

## BECAUSE IT IS:

POWERFUL---Will stall high powered motors POSITIVE---Responds instantly to back pedal pressure

PRACTICAL---Efficiency has been proved by severe road tests

Will not bind or lock. Will not cut into brake drum Will not "feed up" or drag pedals when coasting Will not fail to operate because of overheating

THIS IS THE BRAKE YOU OUGHT TO HAVE IT IS THE BRAKE YOU WILL HAVE AFTER YOU HAVE LEARNED WHAT IT IS. WRITE FOR FOLDER

The New Departure Mfg. Co., Bristol, Conn.

Coaster Brake Licensors

#### A NEW RIM.

Manufacturers will no doubt welcome the announcement that the American Stepney Spare Wheel Company have now so thoroughly equipped their enormous plant near Chicago that they can turn out any quantity of improved motorcycle rims, of which they are carrying a large supply of same on hand for immediate delivery.

Although this concern only recently

Although this concern only recently began to manufacture automobile and motorcycle rims, it has been extremely successful. The rim is made somewhat stronger than those formerly used and has been pronounced perfect by a number of the large manufacturers.

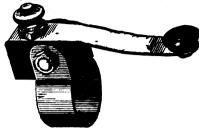
This firm offers to send samples to the trade, upon request, and is in a position to deliver any special rim that may be desired. We understand their prices are very interesting, due to their enormous catacity.

mons capacity.

The main offices of the company are at 1773 Broadway, New York City, where they are carrying a stock to cover the Eastern territory, and, with a warehouse in Chicago, they are well prepared to meet the ever-increasing demand.

The F. B. Widmayer Company, 2312 Broadway, reports a big demand for two types of magneto cut-outs which can also be used on battery machines. They are usually attached to the bar near the left grip, and connected to the magneto by a wire leading from the binding post on the switch to the short-circuiting screw on the left side of the magneto. With the handlebar switch

the current may be cut out or in at will, without changing the position of the contact breaker or raising or lowering the valves, thus affording instant



use of the compression as a brake and avoiding the considerable wear on the control shafts and joints entailed in raising the valves. Apart from the other advantages, switching off the spark when descending hills helps to



cool the engine by drawing in and exhausting cold and unused charges of gas, and also checks the machine, and tends to prevent heating of the coaster brake.

#### N. Y. DEALERS' ASS'N.

Encouraged by the success of similar endeavors elsewhere a number of the New York dealers are seeking to organize a motorcycle and bicycle dealers' association in this city. One of the most enthusiastic regarding the prospects of effecting and profitably maintaining such an organization of men in the metropolitan trade is Frank B. Widmayer, who has requested us to invite those who are interested to correspond with him at 2312 Broadway. The object of organization would be, among other things, the maintenance of list prices, uniform charges for repair work, a mutual understanding as to opening and closing hours, and the promotion and encouragement of race meets, etc. There is no gainsaying the fact that the local dealers should "get together" as soon as possible.

The Emil Grossman Company, 232 West 58th street, New York, has materially improved its product, particularly from the standpoint of the rider's convenience. The new Red Head spark plug is bound to be popular if only because of the ease with which it can be cleaned. By the simple removal of the brass bushing, the core can be taken out for any purpose whatsoever. Of course, it is replaced with the same ease. Another feature of the new Red Heads is found in the fact that, at the purchaser's request, the straight socket as well as the regulation type of terminals is furnished without extra charge.

# JONES

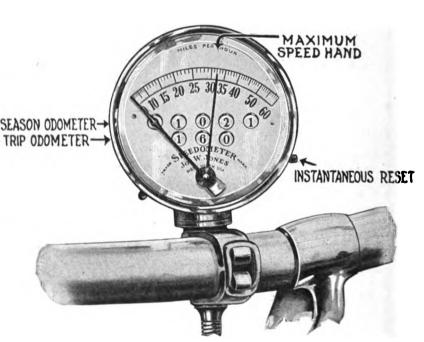
made the first motorcycle speedometer, years ago. He improved on

the original. Each succeeding year brought out something a little better than the previous one. You probably remember the old friction drive and some of the other earlier models. Compare the new Jones Model 32 that is illustrated herewith with any other speedometer on the market to-day. You will find it is just as far ahead of the field as it is ahead of the early models that Jones made. It takes experience to build speedometers. See that you get the

## JONES SPEEDOMETER

JONES SPEEDOMETER DEP'T, UNITED MANUFACTURERS, Inc.

Broadway and 76th St. NEW YORK



Model 32, 60 Mile Scale, Maximum Hand Price \$25

# NOT AN EXPERIMENT BUT A PROVEN SUCCESS

THE

# BRAKE BAND

For Belt or Chain Drive Motorcycles is Superior to All Others in

Principle, Strength and Reliability

C-O-R-B-I-N SPELLS BOTH **QUALITY AND WORKMANSHIP** 

AGENTS AND RIDERS— Handle and Use a Brake Whose Success Has Been Demonstrated by Thousands. Quotations on Request.

The CORBIN SCREW CORPORATION

Licensed Coaster Brake Manufacturers

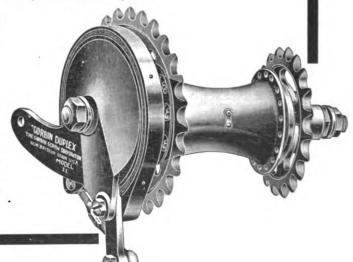
NEW BRITAIN, CONN., U. S. A.

THE CORBIN SCREW CORPORATION OF CHICAGO

107-109 Lake Street

Chicago, III.

WAREHOUSES-106, 108, 110 Lafayette St., New York; Northwest Corner Eighth and Arch Streets, Philadelphia, Pa.



## THOUGH SEASON WANES RACING IS STILL POPULAR.

As was generally forecasted "Reckless Ross" Ault, on his seven-horse-power Harley-Davidson, won the ten mile race at Greenfield, O., recently, finishing 200 yards ahead of Constable, of Union City, who, considering the fact that he rode a 3½ h. Harley-Davidson of last season's manufacture, made a remarkable performance. Ault took the lead at the start, but was pressed closely during the first five miles by Charles Franks, on a  $3\frac{1}{2}$  h. Curtiss machine. Constable clung close to Franks, whose machine failed in the fifth mile, and the race became one between Ault and Constable. On the first lap of the tenth mile the Union City rider secured a slight lead over Ault; but the latter, by clever riding at the turns and terrific bursts of speed on the straightaway, regained his place and held it to the end.

A two days' race meet was conducted at Winfield, Kansas, Friday and Saturday, the 15th and 16th respectively, in which Ray Hockaday and Roy Weisher distinguished themselves. Friday's summaries:

maries:
Five miles for twin cylinder machines
—Won by Ray Hockaday, R.S. Time,
7:39. Two miles inter-city match
between Winfield and Arkansas City—
Won by Peter Hicherson, Winfield,
Thor. Time, 3:16. Unlimited pursuit,
for twin cylinder machines—Won by
Ray Hockaday. Distance 6½ miles.
Time 9:40. Three miles novelty—Won Time, 9:40. Three miles novelty—Won by Ray Hockaday. Time, 5:58. Three miles for single cylinder machines-Won

by Roy Weisher. Time, 4:32. One-half mile slow race—Won by J. Bald, Excel-sior. Time, not taken. Ten miles free-One-half sior. Time, not taken. Ten miles free-for-all-Won by Roy Weisher. Time,

The races Saturday were witnessed by a larger crowd than those of the day before and proved even more satisfactory. The first event, a three mile free for all, was won by Hockaday, with Weisher second and Claude Andrews third. The two mile auto-motorcycle race, between Carl Thorp on a Reo, and Dan Randall, on an Indian, was won in five flat by the latter. The bursting of a tire on Andrews' machine put him out of the third event, a five mile race, and his accident involved Hockaday, who was thrown, bruising his leg. This race was won by Weisher.

The Yoder boys, of South Bend, Ind., divided the honors of the seventeen-mile road race meet held at South Bend recently. The twin event was captured cently. The twin event was captured by P. Yoder, on a Curtiss, while the race for singles and the free-for-all were both easily won by V. Yoder, who rode an Excelsior in his first event and a Harley-Davidson in the last contest. His relative was mounted on a Curtiss.

Thurman Constable, a member of the Union City, Ind., police force, went to Sidney, O., Oct. 11, and on a dirt track there, easily won a ten-mile race. rode a Harley-Davidson, and covered the distance in 16:26.

The last series of races run by the Rochester Club decided the winners of the gold medals presented to the organization early in the season by S. S. Siffing. The medals will represent the club championship for 1909.

There were two medals presented, one for double-cylinders, which was won by E. Stauder, and one for single-cylinders, won by Edward Van Almkirk. Both riders rode Indians in every event. The summaries:

Five-mile single-cylinder—Van Alm-kirk, first; A. D. Cook, second; E. Stauder, third. Time, 7.15.

Ten-mile single-cylinder-Won easily by E. Stauder.

Ten-mile double—E. Stauder again won, with S. Baker a close second and Van Almkirk third.

The G & J Tire Company's exhibit at the Atlanta Show will be in charge of G. H. Hamilton, assistant sales manager for the company. Mr. Hamilton will be assisted by the representatives of the Elyea-Austell Company, of Atlanta, who are the Southern distributors for the G & J product.

Libertyville, Ill.-Guy M. Greene won the ten mile event on the local dirt track Sunday, October 10. Greene rode an M. M., and negotiated the distance in 13.02. The Lake County five mile race went to C. Ferguson on an Indian.



The Choice of All Experienced Motorcyclists

TAKE CHANCES on tires that you cannot always depend upon - that wear out quickly and do not give you your money's worth?

It's true that some tires are cheaper than G & J's but it's always a safe bet that they will cost you more before you're through with them. You can have G & J Tires on your new machine if you only say the word. All the leading manufacturers are supplying them when specified without any extra charge or delay in shipments, so why not get the most for your money?

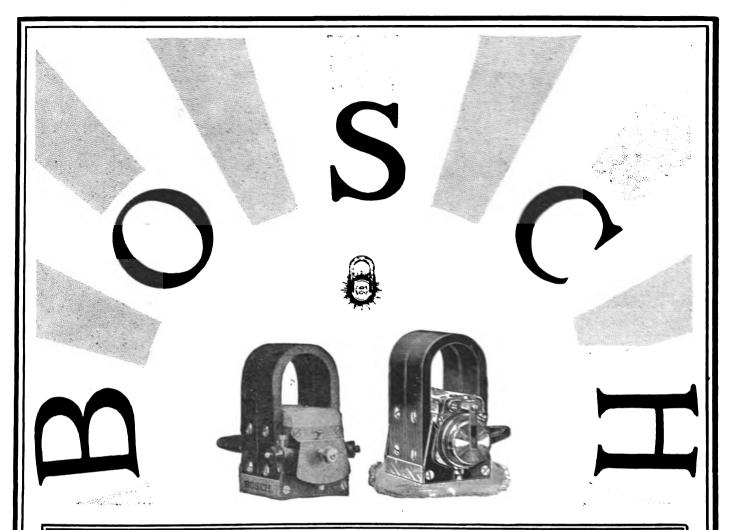
& J TIRE CO., Indianapolis

KANSAS CITY CLEVELAND PITTSBURG

ATLANTA ST. LOUIS BOSTON PORTLAND OMAHA MINNEAPOLIS DETROIT

NEW YORK PHILADELPHIA SAN FRANCISCO DENVER POLICIO, O.

37



## GREAT RECORDS MADE IN ENGLISH TOURIST TROPHY RACE

The results in the great English Tourist Trophy Race for Motorcycles, held on the Isle of Man, again demonstrated that in England as in America the BOSCH equipped machines get in the front and stay there.

Of the nineteen Motorcycles which finished in this race, seventeen were equipped with

# Bosch Magnetos

The Motorcycles to win the first six places were as follows:

1:—H. A. Collier, 2-Cylinder Matchless
2:—G. Lee-Evans, 2-Cylinder 5 P. S. Indian
3:—W. F. Newsome, 1-Cylinder 3½ P. S. Triumph
4:—O. C. Godfrey, 1-Cylinder 3½ P. S. Rex
5:—C. B. Franklin, 3½ P. S. Triumph
6:—F. A. Applebee, 3½ P. S. Rex

""DA2
DA2

The cuts of Bosch Magnetos shown above are, on the left, DAV, and on the right, DA2—two favorite Motorcycle BOSOH Magnetos which win many races

## BOSCH MAGNETO COMPANY

223-225 W. 46th St., New York Chicago Branch, 1253 Michigan Ave-SAN FRANCISCO BRANCH-JUST ESTABLISHED-357 VAN NESS AVENUE

## MOTORCYCLE MART: IT SELLS THE STUFF.

One time, three cents a word; twice, two cents a word each insertion. If printed in bold type, five cents Agents' cards, five cents per word, if published once; oftener than that, three cents per word each in-No advertisement for less than fifty cents. Cash with order, always.

## DOES MART ADVERTISING PAY? IF IN DOUBT, READ THIS:

"We wish to write a word of appreciation of the splendid results we have obtained from the small Mart advertisement we placed in your paper. We have sold the specialties we advertised, all the way from Maine to California, and as far south as Taxas.

"Buffalo, M. Y.

"M. M. BRANCH,
"L. E. French, Mgr."

FOR SALE—Cheap, four cylinder Pierce demonstrating machine. F. A. Baker & Co., 37 Warren street, N. Y.

FOR SALE—New 7-h.p. M-M Twin, Magneto, just received, never uncrated; sickness; only \$245. James Clenny, Kansas City, Mo.

FOR SALE—Indian 5-h.p. twin racer; diamond frame, roller chain drive, gray enamel, 28 x 2 inches Kokomo racing tires, torpedo tank, battery ignition, auxiliary parts, Indian racing bars (double grip), weight about 108 lbs.; brand new, run less than 50 miles; a beauty and very fast. Photo sent on request; good reasons for selling. Quick sale, \$200. Address O., care of Motorcycle Illustrated.

FOR SALE—Indian, single; excellent condition; no trade. Ralph Leffler, Tiffin, Ohio.

PARTY manufacturing a successful motorcycle of merit desires to meet party or parties who can invest from \$10,000 to \$25,000 to develop the business on a larger scale. Motorcycles are being adopted throughout the country by public service corporations, police departments, rural letter carriers, telephone, telegraph, gas and electric light companies, as well as collectors and physicians. Address X., care of Motor-CYCLE ILLUSTRATED, N. Y.

FOR SALE—F. N. four-cylinder new 1909 model in perfect condition. Address Bargain, care MOTORCYCLE ILLUS-TRATED.



Twin Cylinder V Belt Bosch Magneto

# 1910 YALE

## MOTORCYCLES

Will be exhibited at the ATLANTA AUTOMOBILE SHOW, Space 84E, November 6th to 13th. Immediate Deliveries.

The Consolidated Manufacturing Co. 1730 FERNWOOD AVE., TOLEDO, OHIO

34 H. P. Single Cylinder Flat or V Belt \$200.00 Magneto extra

\$35.00



FOR SALE-One Excelsior 1908 model, run but very little; in fine running order; first \$125 takes it. Samuel Golden, Ft. Recovery, O.

FORE CAR, with M. & M. motorcycle, like new; cost \$300; will sell for \$175; your chance. E. I. Ballou, P. O. Station J., Brooklyn, N. Y.

WANTED-Motorcycle, 3½-h.p., magneto, spring forks, new; will give \$150. E. Holden, 46 Reed street, Pittsfield,

FOR SALE-A number of shop-worn and second-hand motorcycles, including Excelsiors, Indians, New Eras and Reliance. Send for full descriptions and make offer. Kellington & Dieckhoff, Decatur, Ill.

FOR SALE—1909 3½-h.p. M-M, Bosch Magneto, and extras, cost \$247, used only 200 miles by experienced rider; \$175. Architects & Engineers' Supply Co., Kansas City, Mo.

MOTORCYCLES thoroughly overhauled and repaired; agents for Thor and Excelsior motorcycles; supplies and sundries. Brazenor & Ruderman, 849 Bedford Avenue, Brooklyn, N. Y.

M-M and R-S MOTORCYCLES—East End Cycle Co., Highland & Beitler, near Centre avenue, Pittsburg, Pa.

SECOND-HAND M. M. BARGAINS—Exhaust Whistles, Hand Idlers. M. M. Branch, 895 Main street, Buffalo, N. Y.

DISCOVERED—The motorcyclists' best friend on a windy night. A positive stormproof lamp lighter, once used, never without; finest thing in the world for smokers; only 25 cents. Tiger Cycle Works Co., 782 Eighth avenue, New York City.

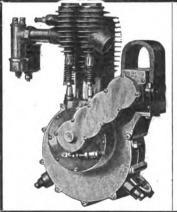
B. & C. Two-Speed and Free Engine Gears; Ideal equipment for Motorcycles. Bushnell & Cannon, 1268 E. 80th place, Cleveland, Ohio.

WE WILL store motorcycles for the winter for \$5 per machine. Repairs made and parts furnished at reasonable rates. Stamford Motor Cycle Co., Stamford, Conn.

## FOR MOTORCYCLES Are Guaranteed Absolutely for 5 Years

Our patented system of Pancake winding explains this, and also the wonderful efficiency of all Pfaustiehl Coils. Three reasons for our

Indestructibility Reliability PFANSTIEHL ELECTRICAL LABORATORY, North Chicago, M.



THIS IS THE FOUR HORSE POWER, BALL BEARING. MECHANICAL INTAKE POWER PLANT

"TOURIST" Single and "TOURIST" Two-Speed MOTORCYCLES

For Detailed Information, Agents' Terms and Deliveries Write to

Keller & Risque Motor Co., St. Paul. Minn.

## THE VERDICT OF ADVERTISERS

#### EXCELLENT RESULTS.

Rahway, N. J., Oct. 19.—It gives us great pleasure to say that we have received excellent results from MOTORCYCLE ILLUSTRATED.

CHAS. O. TINGLEY & Co.

PLEASED INDEED.

Trenton, N. J., Oct. 19.—We feel pleased indeed with the results obtained from our advertisement in MOTORCYCLE ILLUSTRATED.

EMPIRE TIRE Co.,
C. H. Semple, Pres.

#### VERY SATISFACTORY.

New York City, Oct. 7th.—The results from our advertisement in MOTORCYCLE ILLUSTRATED have been very satisfactory.

H. & F. Mesinger Mfg. Co.,
F. Mesinger.

#### ARE SATISFIED.

New York City, Oct. 22d.—We are satisfied with the results obtained from our advertisement in MOTORCYCLE ILLUSTRATED. Wishing you the deserved success, etc. EMIL GROSSMAN COMPANY,

C. M. Schwartz, Adv. Mgr.

#### HIGHLY SATISFACTORY.

Owego, N. Y., Oct. 14th.—The results of our advertising in MOTORCYCLE ILLUSTRATED have been highly satisfactory and we expect to increase our space with you substantially in 1910.

RELIANCE MOTORCYCLE Co.,
W. H. Ives.

#### OBTAINED THE DESIRED RESULTS.

New Britain, Oct. 7th.—We have been advertising in your paper for the past two years and have obtained the desired results. We believe you have one of the best motorcycle papers for the trade in this country.

CORBIN SCREW CORPORATION, Clarence A. Earl, Pres.

### QUITE SATISFIED.

Boston, Mass., Sept. 24th.—As we are advertising our speed-ometer in other trade papers, we know that pretty nearly all the inquiries we receive come from your paper. We feel quite satisfied with the returns.

STANDARD SPEEDOMETER COMPANY,

## WE ARE SATISFIED.

WE ARE BATIBLES.

Philadelphia, Oct. 8th.—We have been advertising in MOTORCYCLE ILLUSTRATED for some time (nearly two years), and we are satisfied with the results. As we intend to continue our advertisement with you, this should indicate our confidence in your proposition. Wishing you success.

ROSE MFG. Co.

## MOST PROFITABLE TRADE PAPER.

Hammondsport, N. Y., Oct. 7th.—We find that the larger your paper grows the better returns we get for every dollar spent on advertising in it. We consider it the most profitable paper for motor-cycle manufacturers to advertise in. Wishing you success beyond all expectation, we are,

MOTORCYCLE EQUIPMENT Co.

## MOST EFFECTIVE

North Chicago, Oct. 11th.—Our experience with your publication has been entirely satisfactory, and as an advertising medium we consider it most effective. We will most assuredly give you a large portion of our advertising.

Pranstient Electrical Laboratory,
Joseph Troxel, Secy.

### CAN'T MISS AN ISSUE.

New York, Oct. 13.—We beg to state that not a single issue of MOTORCYCLE ILLUSTRATED has ever appeared without some advertisement of ours. The reason is obvious: The results have always been satisfactory. We wish you unbounded success and thank you for your efforts to "boost" the industry. TIGER CYCLE WORKS, H. A. Gliesman, Pres.

## BETTER RETURNS THAN ANY OTHER.

Indianapolis, Ind., Oct. 9th.—We are very pleased with the returns from our advertisement in MOTORCYCLE ILLUSTRATED. It has given us better returns, in fact, than anything of its kind we have ever used, and we expect to use it in a larger way than ever in the near future.

HEITGER CARBURETER COMPANY,
H. Heitger, Mgr.

## VERY SATISFACTORY.

Boston, Mass., Oct. 9th.—We are glad to say that the limited amount of advertising we have done in MOTORCYCLE ILLUSTRATED has proven very satisfactory. You are certainly publishing a clean, newsy paper, something that interests every motorcyclist in the country. We certainly wish you the success you deserve.

S. F. HEATH & CO.,

S. F. Heath.

#### WILL CONTINUE THEIR PAGE.

Bristol, Conn., Oct. 5th.—So long as our advertisement in your paper brings us the results we are now realizing, we shall continue to use our page, and we can assure you that you will have our support to the utmost of our ability. It is a pleasure to say this of a publication which is honestly striving to get the utmost out of its field for its advertisers.

NEW DEPARTURE MFG. COMPANY, C. F. Olin.

## A GOOD MEDIUM.

Detroit, Mich., Oct. 7th.—The fact that we have been advertising continuously in your publication for the past two years is sufficient proof that we consider it a good medium in which to exploit the merits of motorcycles and sundries. While it is very difficult to trace any direct returns from tire advertising, we are firmly convinced that the net results from MOTORCYCLE ILLUSTRATED entirely justify the cost of advertising in it.

MORGAN & WRIGHT,
N. O. Seelye, Publicity Dept.

#### INQUIRIES HAVE BEEN NUMEROUS AND PROFITABLE.

Newark, N. J., Oct. 14.—We feel that your paper deserves the highest commendation from this company, because the inquiries from our small ad have been numerous, profitable and generally very satisfactory. We have done no advertising in any other motorcycle paper, which indicates our appreciation of the value of your paper.

BREEZE CARBURETER COMPANY.
Thomas McNevin, Pres.

## BRINGS US GOOD RETURNS

Indianapolis, Ind., Oct. 11th.—We think MOTORCYCLE ILLUSTRATED one of the best motorcycle papers published. It not only has an up-to-date appearance, but carries up-to-date news and lots of it. As an advertising medium we cannot speak too highly of your publication. We know it brings us good returns and we would not think of discontinuing our advertisement with you for even one issue.

G & J Tirk Company,
G. W. Stephens, Adv. Mgr.

## COVERS THE FIELD THOROUGHLY.

New York City, Oct. 8th.—It may interest you to know that we have received extremely good returns from our advertisement in MOTORCYCLE ILLUSTRATED, in which publication we have run our advertisement for nearly two years. We believe that MOTORCYCLE ILLUSTRATED covers the field thoroughly and well.

C. F. SPLITDORF,

E. P. Hovey, Adv. Mgr.

## THE RESULTS HAVE BEEN VERY SATISFACTORY.

THE RESULTS HAVE BEEN VEHY SATISFAULUEL.

Hartford, Conn., Oct. 11th.—That the results have been very satisfactory is assured from the fact that our advertisement has appeared in your paper continuously since it first appeared, now nearly two years ago, and we propose to continue with you. In other words, we are receiving better results from our advertisement in your publication than from any other paper in which we advertise our motorcycle product.

VERDER MFG. Co.,
D. J. Post, Pres.

### EIGHTEEN CARAT GOLD.

From my experience in advertising in different journals and magazines throughout the United States, I believe Motorcycle Illustrated is better adapted to this particular field than any other paper published. In other words, Motorcycle Illustrated is not one of those trinkets which lose their brilliancy in a short time. It is eighteen carat gold through and through.

New York City, Oct. 13th.

N. S. U. Motor Company.

N. Bartsch, Publicity Dept.

### LARGER RETURNS THAN ANY OTHER.

Chicago, Ill., Oct. 11th.—Have received much benefit from the advertisement in Motorcycle Illustrated. Have used the paper since it was founded, which proves what I think of it. Motorcycle Illustrated has given me bigger returns for the money invested than any other trade paper I ever employed. I feel largely indebted to this paper for the success that has attended my business. The rapid growth and splendid improvement of your paper appeals to the pride of all who are associated with you whether as reader or advertiser.

Whipple, the Motorcycle Man.

## REMARKABLE RETURNS.

Minneapolis, Minn., Oct. 9th.—During the past year we have more or less done considerable advertising in Motorcycle Illustrated, and we take great pleasure in saying that we have always received remarkable returns from the same. We have tried every other style of publication with less satisfaction, and we shall use your columns whenever we need good advertising. Our present opinion is: It pays to advertise in Motorcycle Illustrated.

Minneapolis Motorcycle Co.,
Mr. Michaelson, Pres.

#### BEATS ALL OTHERS.

Reading, Pa., Oct. 7th.—The results of our advertising in MOTORCYCLE ILLUSTRATED are far ahead and far more satisfactory than the results obtained from any other motorcycle, bicycle or automobile trade paper that we have ever advertised in and know of; in fact, we consider your paper the only real motorcycle paper. Furthermore, we attribute your success to the fair and square methods and the clean policy which has so far characterized your paper ard we trust always will. Reading Standard Company.

W. F. Remmpis.

#### RESULTS SIMPLY TREMENDOUS.

We tried out your paper for the first time on August 1st, in which we took a page advertisement announcing our new motorcycle. The results were simply tremendous. It really is putting it mildly to say that we were almost swamped with inquiries in answer to that advertisement, and we most certainly consider your publication one of the best, if not the best, for reaching that class of the general public which is interested in things pertaining to motor driven vehicles. Wishing you the continued success that your publication deserves, we remain. Very truly yours,

MIAMI CYCLE & MFG. Co.,

Middletown, Ohio, Oct. 11th.

E. W. Jackson, Sec'y.

#### INQUIRIES HAVE INCREASED STEADILY.

Springfield, Mass., Oct. 9th.—While we make absolutely no direct sales from the factory, but refer all inquiries to our agents, we keep a careful account of the sources of inquiries. Our experience with Motorocycle Illustrated has been that the number of inquiries originating from advertising in its pages has increased steadily and the character and distribution of these inquiries clearly demonstrates that the publication covers the field most efficiently and reaches the best class of motorcycle riders. We are perfectly satisfied with MOTORCYCLE ILLUSTRATED as an advertising medium.

HENDEE MFG. COMPANY,
W. F. Hapgood, Pub. Dept.

#### INQUIRIES INCREASE 600 PER CENT.

We have found Motorcycle Illustrated a paper well worth every cent we have invested in it in exploiting our goods. Our inquiries have increased over 600 per cent. in the past six months, and we feel confident that whenever we receive an inquiry from your valuable paper it is a possible buyer and not a juvenile. We can otherwise testify that we have been with your paper since the start and we have every reason to believe that we will continue with you to the end, which we sincerely hope is still indiscernible in the fog of the future.

N. S. U. MOTOR COMPANY.

N. S. U. MOTOR COMPANY.

N. E. C. KICHERER, Prest.

## THE VERDICT OF READERS

#### HAS TO HAVE IT.

Bedford Station, N. Y., Aug. 27th.—I cannot get along without it; I like it so much.

GOTTLIEB F. BRUNNINGER.

## SHOWS IT TO OTHERS.

Amesville, La., Aug. 13th.—I have shown your paper to a number of motorcyclists, and they promised to send for it.

FRED B. PHILLIPS.

#### A MOST ENTHUSIASTIC ADMIRER.

Wichita, Kan., Sept. 20th.—MOTORCYCLE ILLUSTRATED is THE OPE. We are with you first, last and all the time.

CHARLES M. BENNETT.

## CALLS IT "ADMIRABLE."

Sinking Springs, Pa., Aug. 27th.—Enclosed find One Dollar for another year's subscription to your admirable magazine.

T. J. WHITAKER.

## KEEPS HIM RIGHT UP TO DATE.

Hurlock, Md., Aug. 28th.—I am very much pleased with your paper, as it always keeps me right up with the motorcycle world.

W. A. SACKER, JR.

## ERSTWHILE BORROWER BECOMES A SUBSCRIBER.

Fort Thomas, Ky., Aug. 13th.—I have been borrowing the paper long enough, and therefore enclose \$1 for a year's subscription.

OLIN Ross.

## OHIO AGENTS FIND IT INDISPENSABLE.

Cincinnati, O., Aug. 7th.—Enclosed find check for \$1 for renewal of our subscription to MOTORCYCLE ILLUSTRATED, which we would not be without.

MILTON MOTORCYCLE Co.

## A NECESSARY DOMESTIC UTILITY.

Perham, Minn., Oct. 4th.—Enclosed find check for \$1, for which send me Motorcycle Illustrated for another year. Can't keep house without it.

B. L. Kimper.

### WOULD NOT MISS A NUMBER.

Columbus, O., Sept. 5th.—Enclosed find \$1 for renewal of my subscription, which ended July 15th. I don't want to miss a number, so be sure to start with that issue.

A. E. Brauch.

### ACQUISITION OF MACHINE MAKES IT MORE VALUABLE.

Casselton, N. D.—I enclose herewith \$1 for renewal of my subscription. I have just purchased a new machine, and naturally your publication will be more welcome than ever. E. L. THOMPSON.

## THE BEST IN THE ENTIRE FIELD.

Wooster, Mass., Sept. 13th.—Enclosed find check for \$1 for a renewal of my subscription to Motorcycle Illustrated. I consider your magazine the best devoted to motorcycling. Ira C. Coombs.

## LIKES THE PRACTICAL HINTS.

Norwalk, O., Aug. 24th.—We are very much interested in Motor-cycle Illustrated, particularly the Kinks and Wrinkles, Tips and Topics, etc., which are of great practical value.

G. H. Harrington.

## GETTING OTHERS INTERESTED.

Houston, Tex., Aug. 10.—Enclosed find \$1 for a year's subscription. I am getting several riders here interested in your paper, and expect to send in their subscriptions soon.

Aubrey Egerton.

## THINKS HE CAN GET TWO MORE.

Canandaigua, N. Y., Sept. 8th.—Enclosed find Money Order for which please send me your valuable paper. I think I can get for you at least two more subscribers in the near future.

LOUIS F. BRADBURN.

## MISSING A NUMBER IS A SERIOUS MATTER.

Braddock, Pa., Aug. 19th.—I have a dull suspicion that my sub-scription has expired, a serious matter, indeed. Please, therefore, accept enclosed check for \$2 for two years' renewal. LYLE GEIGER.

## SATISFIES A WISH OF MANY YEARS.

Rhinelander, Wis., Aug. 8.—Please find enclosed \$1 for subscription to your paper. I have been looking for a publication like this for a long time, and find that it is just what I want.

A. E. Briggs.

WORTH SEVERAL TIMES ITS COST. Chicago, Sept. 1.—I enclose \$1 for renewal of my subscription to your paper. It is indeed worth several times that amount to anyone desirous of keeping posted on the progress of the two-wheeled power plant.

LOUIS C. EMAN.

## INTERESTING AND RELIABLE.

Ft. Worth, Tex., Sept. 23d.—I am enclosing a few names of riders and dealers whom I think you might interest. We find the ILLLUSTRATED very interesting and a reliable publication; wouldn't be without it.

C. D. Peake.

### BETTER APPRECIATED THAN HIS MEALS.

Boston, Sept. 1st.—Enclosed find \$1 for renewal of my subscription. I would much rather miss quite a few meals than one issue of your valuable paper, and you may be sure that I like to have my meals quite regularly. (Dr.) R. S. Colson.

### IT HAS ALL THE NEWS.

Marion, O., Aug. 15th.—Enclosed you will find \$3 for which send MOTORCYCLE ILLUSTRATED to those whose names are given on the attached sheet. Your paper certainly gets the news, and I do not feel that I can afford to be without it.

D. S. WARNET.

## IT FILLS AN IMPORTANT PLACE.

Syracuse, N. Y., Sept. 23d.—I enclose herewith the price of another year's subscription, with the request that you include the September 15th issue, so that there be no break. The paper fills a most important place in motorcycle journalism.

F. L. REED.

### KEEPS HIM POSTED WHEN AWAY.

Oakes, N. D., Aug. 26th.—Enclosed find One Dollar for subscription to your paper. I have just finished a 1,218 mile trip, and missed two numbers. Kindly send me both, as I cannot do without them. When I am away, the different issues are like letters from home.

PHIL CONDAD.

## FINDS IT MOST ENJOYABLE READING.

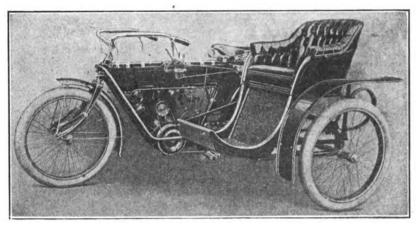
Monrovia, Md.—Enclosed please find \$1 for renewal of my subscription. I do not know exactly when it expires, but I want to be in time, and not miss a number as, being an enthusiastic motorcyclist, I get more enjoyment out of your well-conducted magazine than from any other periodical I receive.

(Dr.) HOWARD H. HOPKINS.

### AN ENGLISHMAN'S WORDS OF APPRECIATION.

Homerton, N. Eng., Sept. 8th.—Enclosed find Money Order for renewal of my subscription. Motorcycle Illustrated is a very interesting publication. Your Federation Special was simply splendid. Wishing you all, your periodical, manufacturers, the sport, and all motorists in the States every success during 1909 and 1910, I am, Yours sincerely, Walter S. Low.

# N. S. U. Fore and Side Cars



N. S. U. SIDE CAR ATTACHMENT

POR all-around touring when a companion is desired for company, you can not find a vehicle so comfortable, reliable or economic as the N. S. U. side cars. They have successfully withstood and competed in the severest trials, they have successfully met every whim of the most exacting purchaser, and lastly, but most important they are all fitted with the famous

## N. S. U. TWO-SPEED MOTORS

which makes starting, hill-climbing or traffic riding a real pleasure. The N. S. U. attachments supercede anything in this line by

SAFETY in steering and driving, ABSENCE OF STRAIN on the motorcycle. FACILITY of detachment, HAND-SOME in appearance and their EXTREME RELIABILITY AND COMFORT.

Write for catalogue "M." It explains them thoroughly.

N. S. U. MOTOR CO., 206 West 76th St., New York



## H. & F. MESINGER MFG. CO.

## **Announcement for 1910**

## To the Trade and the Rider:

The success which we have had during the past year has greatly exceeded our expectations. There has been a truly remarkable and constantly increasing demand for the exclusive features found in Mesinger Saddles, with their

## PATENT SPRING SYSTEM and FIBRE FRICTION SHOCK ABSORBER

Nothing can test the comfort-giving qualities more thoroughly than your experiences while touring. Nothing can add more to your enjoyment of riding than the presence of the qualities found exclusively in Mesinger Motorcycle Saddles.

THOUSANDS OF RIDERS have found in the Mesinger Saddle their exact Requirements, namely, CORRECT SHAPE, and the ABSENCE OF SIDESWAY, REBOUNDS AND VIBRATION.

These have been secured under the most adverse conditions by the users of the

## MESINGER MOTORCYCLE SADDLE

We are ready to furnish our complete line for 1910, with a number of important changes guaranteed to add to the durability of our product.

THE H. & F. MESINGER MFG. CO., 1801-1803 FIRST AVE., NEW YORK

JUST ANOTHER EVIDENCE OF THE SUPERIORITY OF THE

# FLYING MERKEI

T the Tan Foran Track, San Francisco, Cal., September 19th, Fearless Balke, on a FLYING MERKEL, won the Five Mile Open; time, 4:45, and also broke the One Mile Track Record; time, .54%.

AT GUTTENBERG, N. J.,
On October 9th, W. J. Teubner, on a FLYING MERKEL, won the Ten Mile
Handicap and the Five Mile Open; time, 10.24 and 5.19. This was Mr. Teubner's first appearance in competition, and his riding was the sensation of the day. At Danbury, Conn., October 9th, Clinton Fuller, on a Single Cylinder Stock Merkel, won the Five Mile Open.

> BETTER THAN EVER FOR 1910 LIVE DEALERS WILL WANT THIS AGENCY

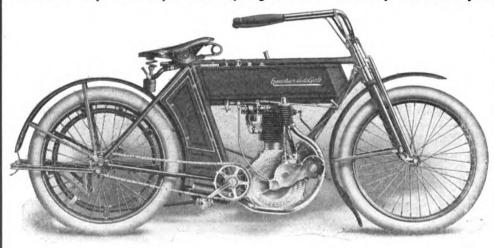
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## A STORY OF QUALITY

## The EXCELSION AUTO-CYCLE

has taken a prominent part in every big road and reliability test of the year and has Made Good



Every Time. We can offer no better proof of quality than actual accomplishment; and in noting the remarkable record of the

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Bear in mind that we build no special machines and that every Excelsior winning has been made on a regular stock machine, identical in every detail with every Excelsion Auto-Cycle delivered to the thousands of satisfied buyers. An examination will show

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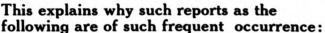
## MORGAN & WRIGHT TIRES ARE GOOD TIRES

Bother with Cracked Treads and Separated Fabric Plies is Unnecessary

# Morgan & Wright Motorcycle Tires

are Positively Proof Against Such Trouble

Our tires are made out of the most tenacious, resilient rubber known—the pure Para gum, which comes directly from the Amazon region. Such rubber, after being subjected to our special wrapped-shaped method of construction (not the ordinary moulded method now in common use), has no tendency to crack or separate, even under the severest usage.



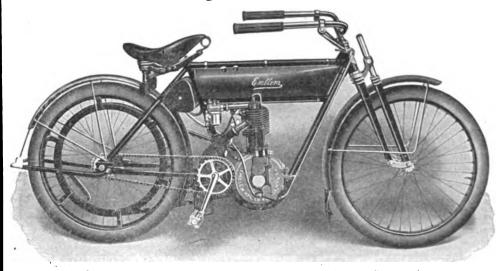
SAN FRANCISCO, CAL., Sept. 19.—Balke established new Tanforan track record for 1 mile—time 54%, and broke all of the track records from 1 to 5 miles in the five-mile, free-for-all. He rode Morgan & Wright tires.

MILWAUKEE, Sept. 27.—Morgan & Wright tires won 6 out of 7 events at the Motorcycle Race meet. FORT COLLINS, COLO., Sept. 29.—Morgan & Wright tires won all 7 events on the race meet program.

All the fastest riders swear by them.

MORGAN @ WRIGHT, - Detroit

# CLASS, STRENGTH AND SPEED Are all Conspicuous in the 1910 EMBLEM



## Our New Model, the 7 H. Twin

Completes a Trio of the Best Machines for the Prices on the Market.

Fitted for both V and flat belts; 55 in. wheel base; battery and coil tank occupying the entire space between the seat mast and the rear wheel guard; the front lower main tube is slightly curved to conform with the curve of the front wheel guard; magneto if desired.

Write for our catalogue and our Agency proposition

EMBLEM MANUFACTURING COMPANY, - ANGOLA, N. Y.



THE motorcyclist is fast learning what the automobilist learned years ago.

A poor light is both a nuisance and a standing invitation to accident, danger and expense.

Prest-O-Lite is not expensive. And it has a big insurance value.

The light is unwavering and reliable.

The flame neither flares up nor dies down, no matter how many the bumps. The cleanliness and convenience are your clear gain. , Simply turn the gas off and on, like a gas jet.

The Prest-O-Lite Motorcycle Gas Tank is 12 in. long and 4 in. diameter. Weighs 7 pounds. Holds 10 ft. of gas-40 hours of light.

FULL TANK 75c. PRICE (In Exchange for Empty)

Thirty-day trial plan. See your dealer, or write us.

The Prest-O-Lite Co., 246 E. South St., Indianapolis, Ind.

Branches at New York, Boston, Philadelphia, San Francisco and Cleveland. 3,000 Exchange Agents

This tank can also be used on automobiles as a reserve supply, carried in the tool box

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MADE IN AMERICA

HAVE NO SUPERIOR IN THE MARKET



The following testimonial was recently received by the Pittsfield Spark Coil Co., unsolicited.

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"PITTSFIELD SPARK COIL CO., "Dalton, Mass.

"Gentlemen:-

"I think you will be interested to know I am using the best coil "PITTSFIELD," on my run from San Francisco to New

coil "PITTSFIELD," on my run rich.

Orleans and New York.

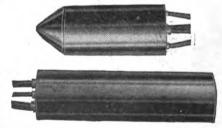
"I have covered 5,763 miles, 2,022 on railroad cross ties, and have had a terrible trip. Have been out thirty-seven days and had no ignition trouble. Your coil has stood unreasonable endurance, exposed to water, heat and cold in many States.

"I am an old-time rider and one who knows a good thing.

"Yours truly.

(Signed) "H. F. MERIWEATHER."

Magneto Spark Plug. A Line of Pittsfield Goods is carried by H. V. Greenwood, 166 Lake Street, Chicago



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42nd Street, New York. Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake Street, Chicago. Michigan, L. D. Bolton, 319 Hammond Building, Detroit. Pacific Coast, The Laugenour Co., San Francisco.

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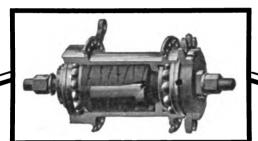
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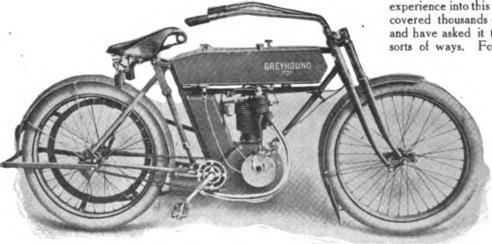
ECLIPSE MACHINE CO.



## Elmira, N.Y.

Licensed Coaster Brake
Manufacturers

## We Have Built 10 Years'



experience into this motorcycle. We have covered thousands of miles with it in tests, and have asked it the vital question in all sorts of ways. For answer it just runs

at any speed from 4 to 50 miles an hour through thick and thin, catch-as-catch-can, and keeps doing it. It starts with two or three steps walking and maintains a strong, steady pull at slower speed than any other we have ever known. On the other hand it will take any kind of rough going at higher speed than any other,

without discomfort to the rider—owing to the action of the Greyhound Shock Absorber.

It is a great motorcycle. Ask us about it. Good chance for good agents.

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# R=S



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First in 5 mile race. First in 10 mile race.

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First in 5 mile race for Single Cylinder
" "10" " free for all.

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"R-S" wins second against a "Special" of prominent make with auxiliary ports.

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First in Event No. 1--30 1-2 cu. in.
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First in 5 mile race.

Agents Wanted Everywhere. Write for Art Catalogue

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Bingaman and Water Sts.

Reading, Pa., U.S.A.



CHICAGO, ILL., OCT. 16th
THE CURTISS TROPHY For Private Owners
WON BY STRICTLY STOCK

## HARLEY-DAVIDSON

MINNEAPOLIS, MINN., OCT. 16th
FIRST FIVE MILE OPEN, 30.50 CLASS
FIRST FIVE MILE OPEN, 61 CLASS
FIRST FIVE MILE PRIVATE OWNERS' RACE
FIRST TWO MILE CONSOLATION RACE
ALSO LOWERS TRACK RECORD TO 56 SECONDS

Write for Agency Proposition

# HARLEY-DAVIDSON MOTOR CO.



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1. Bu 1211 W 20 Collect 7:55 A.M. Received at

Brooklyn, M.Y., Soptember 21, 1909 HAMGGUEFORT, M.Y.
Berring Curties Co. Sept. 21 1909

Four double Curties motorcycles qualified one bundred fifty mile contest Linden Kotorcycle Club yesterday one bundred per cent score.

## THE CLAIMS—THE PROOF—THE REASONS

From the beginning we have steadfastly claimed that the CURTISS MOTORCYCLE is the most reliable in the world. We have attained positive perfection in motorcycle construction, which ideal condition is being consistently demonstrated day by day.

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Any man can see the reasons WHY.

Correct Designs.

Roller Bearing Engines.

ONLY the very best of workmanship and material.

Some good territory still open. Write us at once and get in line for a good 1918 agency.

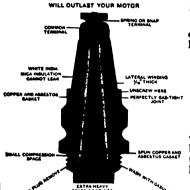
THE HERRING - CURTISS CO.
HAMMONDSPORT, N. Y.

## THE GREAT SUCCESS

# **SPLITDORF** Motorcycle Pl

is due to its giving Unqualified Satisfaction

It gives unqualified satisfaction because it is made especially for Motorcycle work and the most expert riders say there is no other Plug that gives such good results,



Don't be caught empty - handed, Mr. Dealer.

Be ready to sell a

## SPLITDORF

Plug

when it is asked for by having a stock of these famous Plugs on hand.

## **SPLITDORF**

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# TWO REASONS you should use



#### SPARK PLUGS



"Spark in Water," which means they will spark in the cylinder under any and all conditions, for water is the worst of all short-circuiting matter. A drop of water will short-circuit other plugs, which proves they are inferior. Beliance is the one plug that is recognized as mechanically correct.



The "Sparkling Point" is a hair-like platinum wire, baked into the porcelain insulator, and being so small that the spark is concentrated and intensified to such a degree that the heat and scouring action of the spark removes all fouling matter around that point. Soot accumulates on other plugs and necessitates oleaning. Cleaning entirely unnecessary with the Reliance Plug.

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# Herz High Magneto

Is the Smallest, Lightest and Most Efficient Magneto Ever Made



The most perfect type of ignition obtainable. No starting device, timer, or coil required.

Generates a very hot spark and real arc flame.

A marvel of fine workmanship. All parts interchangeable.

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WE GUARANTEE IT FULLY For One Year

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"BOUGIE MERCEDES"

Is proof against oil or soot; self-cleaning. Forms part of your motor, same as the, pistons. Needs never to be taken out.

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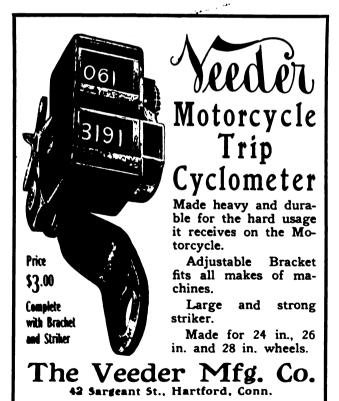
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FREE—Our New Ignition Booklet is free. Write for it.

**NEW YORK** 



## Wall Maps for Agencies It would be a feature of your store if you had displayed on the wall a complete map of rideable territory with all the automobile (that is, motorcycle, too) roads marked plainly in red. Here are some good ones sent by us post free on receipt of price. WALL SIZE. Connecticut. Hudson River District, as far East as Rhode Island State line, covering all of central Massachusetts, FOLDABLE POCKET MAPS FOR MOTORCYCLIST. .23 .25 Eastern Massachusetts, including Boston, Roxbury, Cape Ann Massachusetts. Central New Jersey, including New York to Philadelphia... Southern New Jersey Northern New Jersey Northern New Jersey, giving route from New York to Philadelphia and as far soufh as Delaware Water Gap... Southern New Jersey, giving route from New York to Philadelphia and as far soufh as Delaware Water Gap... Southern New Jersey, from Camden to Cape May... Hudson River District, north to Vermont and Massachusetts. Hudson River District, north to Vermont and Connecticut. Long Island, every road on the island Catakill Mountain District, including City of New York, Northern New Jersey and up to Albany. Western New York, Syracuse to Pennsylvania State Line. Greater New York, Riding District, showing roads to Islip, Lake Hopateong and Raritan, all reads colored in red. Philadelphia District, showing district on a large scale, motorcycle roads colored in red. Rhode Island, covering the entire State. Automobile Map of the entire United States, pocket size, no railroads shown, only automobile roads. 2.00 2.00 .25 MOTORCYCLE PUBLISHING CO.



Makers of Cyclometers, Odometers, Counters, Tacho-

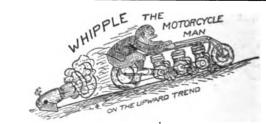
meters, Tachodometers and Die Castings,

## **NEW EDITION—JUST OUT** CONSTRUCTION. MANAGEMENT AND GARE OF MOTORCYCLES" Revised and Enlarged-60 Pages. 25 Cents

299 BROADWAY

Contents.—The Motor, Mechanical Valves, Working of Valves, General Motor Parts, Twin Cylinder Motors, Motor Tips, Removing and Replacing Cylinder, Overheating, Piston Rings, Knocking and Pounding, Timing, Weak Springs, Life of Motors, Care of Valves, Lubrication cation, Ignition, Ignition Troubles, Trouble Chart, Magnetos, Carburetor, Transmission, Spring Forks, Tires, Two Speed, Attachable Outfits, Belt Don'ts, Other Dont's, Cause of Breakdowns, Points to Remember.

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The best in the world is none too good for our customers. Motorcycles and accessories at lowest prices. Pierce 4 cylinder, \$350; Indians, nine models, \$175 to \$325. Good second hand, all kinds, down to \$40. Send for our sundry catalog.

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260 W. Jackson Blod., CHICAGO



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Agents for Indian and Harley-Davidson

## FRANK B. WIDMAYER COMPANY

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Tourists' Machines Stored Free

## Only A Few Days More

and then we shall have something very interesting to announce regarding the

## Reliance 1910 Models

It will be worth your while to wait until you know what the New Reliance machine will be like.

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## —REMOVAL— BARGAIN SALE

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write to-day for our Bargain Circular of the Motor-cycles we are almost giving away.

MOTORCYCLE EQUIPMENT CO., HAMMONDSPORT, N. Y.

## LET THE MOTOR DO THE WORK

A MOTORCYCLE can be made quickly FROM ANY BICYCLE by using our 2 H. P. Motor Outfit. Unequalled for POWER, SPEED and RELIABILITY. Anyone can easily attach our Outfit by following the directions we send with each Attachment. Best material and workmanship.

FULLY GUARANTEED.

Immediate delivery. Send for Catalog B.

Shaw Mig. (0. Galesburg, Kansas



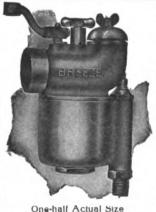
## MAIL THIS TO-DAY

FRED. WILLIS,

President F. A. M., Indianapolis, Ind.

Dear Sir: I feel that I ought to be a member of the F. A. M. We must have a national organization to promote motorcycling and to guard and care for its many interests. Please send me particulars.

	(Signed)	
State		
City	,	
Street		



# The Baby "Breeze" CARBURETER

For Motorcycles, made of polished aluminum, small parts of brass, weighs fourteen ounces; small in size, big in results; price ten dollars. Durable, light and strong—a handful only—special connections for popular machines included in price; 80 to 95 miles per gallon under normal road conditions. Write for special literature. Send ten cents for our Engine Trouble Text-book.

Breeze Carbureter Company 266 Halsey St. Newark, N. J.

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Motorcycles in Stock
3½ H. P. Single Cylinders
With Boech Magneto, \$225
7 H. P. Twin Cylinders

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## MADE ONLY OF NEW RUBBER

Goodyear Strong Fabric Motorcycle Tires are made of the finest new rubber. It is quoted today \$1.20. We could use 35 cent rubber or even old rubber "reclaimed" by heat and acid. But one Goodyear outwears several of these. Send for sample.

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## -THIEM 1909-

If you or your friends or your friends friends are interested in the latest and best improved Mot recycles, regardless of how highly you regard other makes—no not purchase a Motorcycle until you have written us for Our Latest Catalogue describing to detail, all about Our New and Original Models. Bust Agent Proposition to Date.

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The pleasure of motorcycling is greatly increased by having your machine equipped with a good Speedometer and Odometer.

Order a "STANDARD" to-day and be satisfied.

STANDARD THERMOMETER COMPANY
65 Shirley Street, - - BOSTON





## Nine Motorcycle Firms Exhibit New Models

Atlanta last week exceeded the expectations of the most optimistic in the trade is putting it mildly. The manufacturers of autos, parts and accessories were quite jubilant over the success of the exhibition, and their satisfaction is shared in a large measure by those interested in the development, along right lines, of the smaller motor-driven machines. The South, proverbially cordial, responded nobly to the call of the promoters of this, the first show of any importance ever held below Mason and Dixon's Line. That the motorcycle will obtain its proportion of the benefits which will accrue to the motor trade as a result of the Atlanta effort is generally conceded.

The doors of the Auditorium-Armory, where the Show was held, were thrown open to the public in the afternoon of Saturday, November 6. The exhibition was formally opened by Mayor Robert F. Maddox, who delivered an address of welcome on behalf of the city of Atlanta. The opening day attendance was unusually large, and much interest was shown. The details had been well arranged by those in charge of the Show, the exhibits were many

TO say that the Auto Show which took place in Atlanta last week exceeded the expectations of the most optimistic in the trade is putting it mildly. The manufacturers of autos, parts and accessories were quite jubilant over the success of the exhibition, and their satisfaction is shared in a large measure by those inter-

The motorcycle exhibits were staged in a separate room in the basement, and attracted large and interested crowds. The makers of machines were represented by the Aurora Automatic Machinery Company, Wagner Motor Company, Excelsior Supply Company, Hendee Manufacturing Company, Merkel-Light Motor Company, N. S. U. Motor Company, Harley-Davidson Motor Company, Greyhound Motor Works and the Consolidated Manufacturing Company.

Those in charge of the various stands where these machines were placed on exhibition reported that they were entirely satisfied with the prospects in the South. Not a few sales were made outright, while the large number of inquiries revealed an interest deeper and more general than the representatives of the manufacturers had expected to find in the Atlanta district. The new N. S. U. has been fully described in this paper.

## THE INDIAN FORK AND TWO-SPEED ATTRACT SPECIAL ATTENTION.

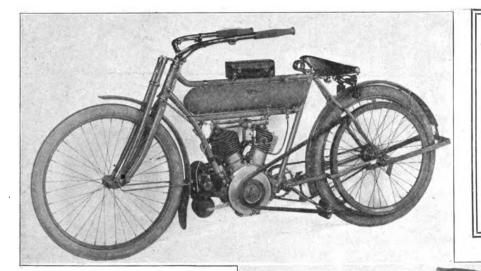
YOU have recently dealt with the product of the wigwam camp, and therefore I will touch only lightly on the improvements. The vanadium steel laminated spring looks to be something extra good in suspension. I heard one Georgian call it "buggy-springing," and it looks to be an appropriate description. I am promised a trial of the new machine later, so I will touch upon it in ye notes.

The mechanical oiler is an extra good feature. The stand is also improved and is stronger and fitted to the frame; the rear wheel can therefore be taken out without disturbing the machine. A sound and practical two-speed gear is now a feature, so that a twin 7-h.p. with two-speed and a sidecar will be seen before long without doubt, and a better combination cannot be found.

## THE N. S. U. FEATHERWEIGHT QUITE A FEATURE.

JAMES A. GRIFFIN exhibited four models of the N. S. U., all of which were of the well-known type. A smart 3½ white touring model, a 3-h.p. single and the beloved little lightweight were in evidence. The 4-h.p. twin tourist was there as well, but the speedsters had not

arrived when I smiled into the N. S. U. camp. Griffm reports good things from the South, and as he is here with the goods, there is something doing in the way of business all the time. The 1910 N. S. U. engine has been fully described in this paper.



## 1910 YALES

Twin Cylinder, a New Departure for the Consolidated Manufacturing Company, Shares With the Single Many Promising Features.

THE successful Yale was represented by an exhibit of all models. Every detail has been improved upon and the new twin-cylinder bids fair to be a most popular mount for 1910. The single-cylinder has a 3½ bore with 3 5-16 stroke and is rated at 3½-h.p. The flywheels are exceptionally heavy and weigh 31 pounds. All bearings are forged from tool steel and run in bronze. The valves are of nickel steel and 1-beam forged connecting rod. Step joint piston rings are fitted on a 3-ring piston.

The twin-cylinder has a bore 3 5-32 with a 3 11-16 stroke, and delivers a good 6½-h.p. The cylinders are set at an angle of 45 degs. and all bearings have ample surface. The connecting rods are fitted knuckle-fashion on the crank-pin. One gear, turned from a

solid bar, operates both exhaust valves and magneto. Glass oil sight is fitted on the right side of the crank case.

The vibrator is simple and compact and attached to the side of the gear case on the main bearing. The contact points are of iridium platinum, which are easily cleaned. Ignition in the single-cylinder is by jump spark from dry cells; Herz magneto, \$35 extra. Bosch magneto is the regular equipment in the twin.

The carbureter is of the float feed type, simple and economical. Control is by double grip. The muffler is small and compact, efficient and without back pressure. The battery box is placed under the saddle, carrying three No. 6 dry cells, easy of access and waterproof.

Transmission is by 134-in. special tanned, waterproof, two-ply, endless belt. Proper tension is maintained by an idler operated from the seat. An idler fitted to the starting chain allows of adjustment to correspond with the belt, S. G. V. belt is optional. The coil is attached to the seat mast, with a switch plug in the head.



The gasoline capacity is 1½ gallons, sufficient for 600 miles; carried in a separate apartment in the gasoline tank. The oil is forced into the crank case by a pump, operated while riding. The splash system of lubrication is employed. The frame has a 5½-in. road clearance. It is of special design, affording very low saddle position. One and one-eighth inch 16-gauge seamless tubing is used, with an extra brace; connections are made from drop forgings, every joint being strongly reinforced. The wheels have heavy spokes; the wheel base is 54½ ins.

The handlebar, long and comfortable, is so attached to the fork stem as to make turning impossible. It is fitted with Rough Rider grips. The cushion fork, absorbing all vibration from the front wheel, has large springs and a tension adjusted to suit the rider. The tires are of the Clincher type,  $28x2\frac{1}{2}$  ins., Morgan & Wright or G. & J. An Eclipse coaster and brake are combined in the rear wheel; knockout axle in front. The pedals are No. 3 Standard motorcycle.

## TWO NEW MERKEL MODELS, SINGLE AND TWIN.

SOME novelties appear here for 1910 and were duly noted by the wandering scribe. A new adjustable pulley, operated by a series of rings between the flanges, is a good feature. The single cylinder has been changed to a sturdy 4-h.p., the new bore and stroke being 37-16x 3½. A new 7-h.p. twin has also been designed. Ignition is by Bosch magneto, while the battery model has an interchangeable system, so that magneto ignition may be fitted. The platform which stages the magneto is devised to hold a case containing two No. 6 standard cells, this

case being of a special quickly detachable design. The ball-bearing engines remain as formerly and the mechanical oiler is retained as well. The stand, which is part of the equipment, has been improved in design and strength. Rubber and canvas Shamrock Gloria V belts are fitted. having proved remarkably reliable. The color has been changed, one model being of orange hue, though dark blue is also a 1910 standard finish. Several detail improvements have also been added, particularly on the "yeller feller," which radiates new points everywhere.

## THE STURDY HARLEY-DAVIDSON VASTLY IMPROVED.

HERE are some extra good fitments and improvements, so many that I came away staggering under the weight of them. Especially notable is the neat fitting of the new circuit breaker, which breaks contact by a friction plate fitted behind the contact breaker case. This does away with the moving wire business, as the wiring is attached to a terminal post above the friction plate and is stationary. A 134 flat belt is a feature, and the tension idler is centered on the pulley bearing and is greatly improved. What strikes one with particular force in the Harley-Davidson is the exceptionally clean casting of the aluminum crank case; the joints are perfectly oil-tight, which renders the engine very clean and free from all dirt and grease. The shoulder on the top of the crank case has been strengthened, and the joint from the engine to the case is perfect. The cylinder flanges are deeper and thinner, and five more have been added. The casting here is excellent in quality and the cooling effect greatly increased.

More clearance is given round the valves, both of which have been enlarged in diameter. The exhaust pipe has been increased in size. Stronger tank clips have been designed and a change has been made by the fitting of Schebler carbureters as standard, with a very neat heat inductor from the cylinder. The ends to the tanks are now made of stampings, and an improved riding position has been obtained by shifting the crank hanger forward. The excellently designed fork has been retained, but all

detail work in control levers, etc., has been so redesigned that there is absolutely no lost motion in operation. An excellent rubber flap of large dimensions is fitted to the front mudguard, and should prove far more serviceable than leather, as leather is apt to curl. The gears are enclosed in an exceptionally neat case of aluminum, the magneto pinion case being a very fine piece of work.

On the twin-cylinder, first of all we note that the engine does not duplicate the single-cylinder models, being of a special design. The inverted V-shaped inlet pipe has a single nut fitted to effect the taking down of the carbureter; in fact, accessibility is a feature everywhere and neatness in design has been studied. The tension idler, of which I have written, is notable in that the tension is increased by the rider pulling the lever towards him, not by pushing the lever away; this is a marked improvement in design. The device does not depend on any small studs to hold it, but swings from the hub altogether and gets a big bearing. On the magneto models a specially good device is embodied for grounding the spark when the ignition is fully retarded. This consists of an extended contact blade which comes into action only when the spark is retarded to the limit.

The 1910 Harley-Davidson is a marked improvement on all former models and is a great credit to its designers. I have only touched upon the improvements, the well-known features of 1909 design being omitted.

## VERTICAL ENGINE IN THE GREYHOUND.

A RADICAL change in design is embodied in the 1910 Greyhound, already described in this paper. The engine is vertical and has a four-point suspension in a diamond frame fitted with new spring forks with inclined sideplates at the fork ends, which should make for very

easy riding. The engine has a 3½ bore with 35%-in. stroke, with a large 22-lb. flywheel. Drive is by belt, either flat or V belt being used. Combination tanks are a feature, and the spring seat is retained in an improved form. Ignition is optional to the purchaser. The reliable auto-

matic inlet valve is retained, with an opening of 13% ins.; the exhaust valve has a cast-iron head on steel stem. The timing gears are remarkably accessible. Grip control with hidden wires is a neat feature, this having spark and compression release from the right grip and throttle from the left. Knockout axles are fitted to all front wheels. The engine delivers 4½ h. and is very powerful.

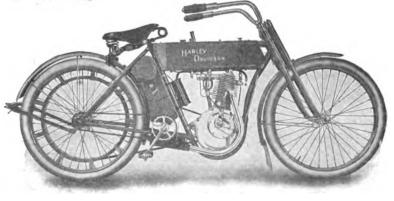
Magneto ignition is furnished at the option of the purchaser, at the regular increase in price. The equipment includes a large tool box, amply furnished. This model was described in our November I issue, in which the improvements upon this year's excellent Greyhound were set forth in detail and illustrated.



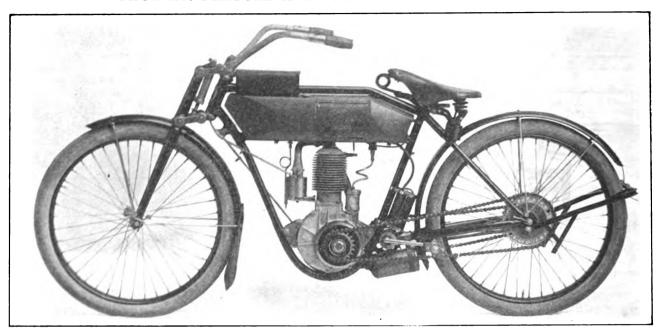
## HARLEY-DAVIDSON.

Twin and Single Cylinder Models for 1910.

These two products of the Milwaukee concern bristle with new features, sure to add to the popularity of these already attractive machines.



## THOR 1910 FEATURE IS A FOUR HORSEPOWER SINGLE.



THE Aurora Borealis brethren have a right goodly exhibit. The trusty 1909 models are retained with a slight touch here and there towards perfecting details. A new Thor model, however, now sees the daylight, and looks as though it will gain great favor among the speed roadsters. Though the engine is of 4-h.p. rating; the actual power delivered to the rear wheel is 4.75. The bore is 3.25 and the stroke 3.60, with a 24-lb. flywheel to boot. The carbureter is set low down, so as to offer no obstruction to the passage of air nor interfere with the cooling in any way.

The timing gears are remarkably accessible, being enclosed in a very neat case on the outside. The muffler is of the cylinder type, with a long extension tube which runs out to the rear axle. The cylinder and head are well and neatly cased in one piece, so there is no chance of any leakage of compression. The cylinder head is not fastened to the frame and the valves are increased in diameter; the exhaust pipe is also of larger dimensions. Roller chains are now fitted on both sides, instead of block chain on the pedalling gear side, as in the 1909 models. The whole engine is very accessible and quickly detached; in fact, can be taken out in five minutes. A very neat tool box is standard equipment, and pneumatic forks are fitted.

The loop of the frame is lower and the wheel base has been increased two inches. The frame has been lowered

to accommodate the longer-stroke engine, and the increased wheel base gives steadier running. A fine feature is in the knockout axle on the front wheel, which renders fork-springing a thing of the past when taking out the front wheel.

A fine mechanical oiler is fitted, this being gear-driven and of the centrifugal type. The ignition on this model is optional, the battery type having a two-cell coil, the whole being fitted into a neat case. While the gasoline capacity is six quarts, the oil tank holds eleven pints, the idea being that gasoline can be obtained anywhere, while oil is a rare commodity in the wilds. The mudsplasher is larger than that formerly fitted. The head-cup balls are increased in size, the operating arm for the brake is pocketed directly to the rear fork and the stand is attached to the frame itself, making for easy detachment of the rear wheel.

Tires of 2½ inches are standard. The handlebars are a combination of the 1909 Thor bar with the V type and have a graceful upward sweep. A noticeable feature on the engine is the adjustment for valve clearance, which is fitted to the valve stem itself, instead of to the tappet, abolishing the use of collars, etc. Flush joints are also a novelty in the construction of the frame, and the rear forks and stays are brazed to a large one-piece tube. The mechanical oiler is of the visible type, yet it is well protected by metal. The finish of the new model is blue.

WAGNER models show very little alteration for 1910.

Larger tires are fitted, one model being staged with a 1/4-inch tires, which should make for easy riding on rough roads. The well-known trussed Wagner frame is still a feature, this being a combination of diamond and loop; twin forks of exceptional strength are standard. This frame gives a low and comfortable riding position, being twenty inches in height, while the twin fork will stand any strain to be encountered. The new forks are wider, to allow for the larger tire. A new model Heitger carbureter is now fitted to the engine, and the Herz magneto is used.

The engine is 3½x3½, bore and stroke, with 26.963 cu.

ins. cylinder capacity, cylinder and head being cast separately, the cylinder being secured to the crank case by four vertical bolts. The I-beam connecting rod is drop-forged and the flywheels are large and well balanced; all bushings are of phosphor bronze. Transmission is by V rubber and canvas belt, and lubrication by sight drip feed and by force pump. The gasoline tank is of copper and holds two gallons. Troxel saddles are fitted, with the Mesinger optional. Roughrider grips are provided, with improved handlebar control. The knockout axles are also a handy feature. The Wagner machines are well finished in dark red, with black stripe.

THE Excelsior was well represented. It has been found that the trusty 1909 model, which has done so well, needs no improvement except in minor detail work and

finish. Here and there a few touches are noticeable, but, judging from its past successes, nothing need be changed to add to the popularity of this mount.

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## MOTORCYCLING IN THE SOUTH

H

A TLANTA'S auto show, the first of its kind of any importance below the Mason and Dixon's line, is the occasion which prompted this, our first Southern issue It is indeed gratifying to state that our exhaustive inquiry into the Southern situation and prospects produced scores of the most extensive and encouraging replies, from so many sources and of such a comprehensive character as to enable us to offer to the trade and others a symposium of practically all that pertains to motorcycling in the "warm belt," where riding is possible during almost the entire year, and where there is ready for cultivation a field of almost unlimited possibilities. In fact, so many and so thorough have been the responses of Southern enthusiasts, that it is impossible to print them all in one issue. Only the larger centers of population will be treated in this issue; the remainder will be given proper attention in our December numbers.

The letters printed below are, however, typical. They prove that there is, generally speaking, plenty of enthusiasm throughout the South, cooled in certain districts, perhaps, by the condition of the roads. But those who have labored under the delusion that there are practically no good roads, but little interest and consequently only a poor field for business in the South, are in need of an awakening, and it is largely to stimulate such to activity that this Southern probe has been attempted.

The South has awakened to the value of good roads. New ones are being built everywhere and the old thoroughfares improved. The Atlanta Show will prove to have stimulated interest in the Southern good roads movement and, incidentally, to have added many per cent. to the present value of the South as a motorcycle field. Thousands of prospective purchasers of machines are now awaiting demonstrations of the utility, pleasure and speed possibilities which inhere in the motorcycle, and those among the manufacturers who determine now to sow the seed in this fruitful ground are sure to garner a goodly crop of sales during the next few years.

## IN BIRMINGHAM, ALA.

BIRMINGHAM has a motorcycle club with a membership of something like eighty, all enthusiasts and good fellows, and a spirit of "brotherhood" seems to pervade the entire "gang." As each new member is now initiated with a few "impressive" ceremonies and made to understand and see that a friend in need is a friend indeed, you may see them stop by the wayside and help a brother B. M. C. fix a puncture, put a new link in his chain, clean a plug, tighten compensating sprockets, etc., whereas, before our club was launched, it was "every man for himself."

We have century runs, short pleasure jaunts out in the country early in the morning, eating lunch at some wayside inn, or having the ladies in forecars carry same, and when we reach a beautiful glade where there is a little spring trickling down the rock, forming a little pool, we (or rather the captain) calls a halt for an indefinite stay.

There are several motorcycle agencies in Birmingham, the largest being the Indian, handled by Robert Stubbs. Then there is the Excelsior, handled by Russ Walthour; the Yale, by the Birmingham Arms & Cycle Company, and the Reading Standard, by D. R. Moody.

Robert Stubbs is well known throughout the racing field, having made several world's records at different times and having competed against some of the fastest riders in the United States. So I don't suppose there is anything new to tell of him except that he is a good fellow, not inclined to be "big-headed" at all, and has by his persistence both in busi-

ness and racing, sold a large number of Indians of all kinds in Birmingham and surrounding territory.

Mr. Walthour has had the Excelsior for a year or so and has made some excellent showings with it both in race track work and hill climbing as well as touring, and a nice future is predicted for "Russ," who deserves it.

Mr. Moody has sold several Reading Standards and has had his machines in several of the races and hill-climbs in the last few years, and although he himself does not care for racing or hill-climbing, he generally gets a good man of local talent to ride for him. The Yale is a new agency in Birmingham.

E. W. House.

## يد يو LOUISVILLE CATCHING ON.

L OUISVILLE is very "stale" when it comes to racing, clubbing, road running, etc. But there are about fifty riders, most of whom are waking up and are now planning to start a club. The city streets are good. There are several long, steep hills to try your power, as well as several fine boulevards. We also have a one-mile circular dirt track.

Almost every well known make of machine is represented here, but, as I have already said, the people here are just beginning to realize the sport that lies in motorcycling, and I have every reason to believe that 1910 will be a banner motorcycle year for Louisville.

A. F. WOLKE.

I started in business here in the Spring of 1903, and I was the first to ride a machine in this city. For two seasons I rode alone, and finally had the satisfaction of selling several Reading Standards in the summer of '05. Last year I sold twenty R.-S. The Indian is sold here by the Sutcliffe Company, the Thor by C. W. Fisher, the Yale by Jos. Kraus, Harley-Davidson by Kline Brothers, the Merkel by the Smith Bicycle Company, and the M. M. by the Reimers Auto Company.

Louisville is about the size of Milwaukee, with pikes in the outskirts which rival the best of city pavements. Some of the streets within the city limits are wretched but they are constantly being improved. The outlook for 1910 is very promising, and I am not afraid to say that the present number of riders, which is ninety or so, will be more than doubled in the coming year. There is no club in Louisville as yet, but the boys are talking about starting one next spring.

P. H. KLINE, JR.

### **ع**ر **ع**ر

A LTHOUGH Vicksburg is the largest town in Mississippi, there are only two motorcycles in the town, of which one is owned by myself, while the other, an Indian of 2¾ h., is used by the Mississippi Electric Company. There is also a relic of an old Thomas Auto-Bi, owned by C. L. Larr, a bicycle repairer. There is no club at present, but as some of the boys have ordered machines there will be an organization very soon. I am going to purchase a Merkel and take the agency for the same.

S. C. RAGAN, JR.

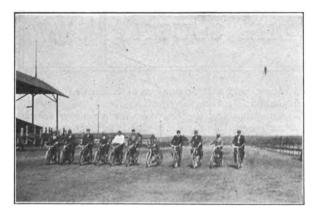
ONLY TWO IN VICKSBURG.

## CHATTANOOGA "LOOKS GOOD."

WE have no club at present, but hope to organize one in the near future. We have over thirty-five motorcycles here and people are just beginning to get interested. The prospects are bright for 1910. We have only a half-mile track, which is not the best, and, being leased by a driving club, we can secure it but seldom.

CHATTANOGGA BICYCLE CO.

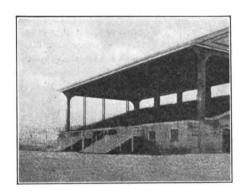
## SNAPSHOTS FROM DIXIE-LAND



Georgia-Carolina Fair Track.



Group of San Antonio, Tex., Riders.



Louisville State Fair Track.

On the Road to Aiken, S. C.



Savannah, Ga., Auto Course.



A Boulevard near Augusta, Ga.



Vicksburg, Miss., Parkways.



A Southern Cement Road.



Country Club at Augusta, Ga.

## ENTHUSIASM APLENTY IN BEAUMONT.

BEAUMONT, Texas, the city of oil, rice and lumber fame, boasts of ninety miles of shell roads leading in four directions, and an automobile and motorcycle register reaching two hundred and twenty-five, in which there are about thirty motorcycles.

The Eli Rollins Cycle Company handle the R. S. and Thor, the Beaumont Cycle Company the Excelsior, the Park Bicycle Exchange the Yale and Light, the Chicago Auto Company the Harley-Davidson and Torpedo, and the F. Lee Carroll Auto Company the Indian.

J. L. Rochelle, chief operator for the Western Union Telegraph Company, enjoys the distinction of having been Beaumont's pioneer motorcyclist. He contracted the "bug" in 1904, and has been a devoted and almost daily rider during the past five years.

William Gilbert, secretary of the French Market Grocery Company, rides an M. M. twin while on soliciting trips. H. G. Taliaferro, who has interests in the oil fields five miles out, uses an Indian daily. The Bryan Tailoring Company uses a 3½-h. Indian for collections, etc. Albert Sanders, of H. H. Sanders & Sons, tinners, rides an Excelsior. Harry Prutzman, with the Bell Commission Company, wholesale produce dealers, uses an Indian, and Fleckman & "B. W.," sign painters, find the Excelsior an important business adjunct. Harry Cunningham, mentioned previously in this paper, rides a Harley-Davidson to deliver morning papers at Port Arthur, twenty-one miles distant.

George Gardner, private secretary to Col. Sam Park, who is the National Good Roads representative here, is among those aspiring to become a DeRosier or Huyck, Junior, and may be seen almost any afternoon far out on the shell roads. where the cop with the stop-watch seeth not, trying to lower world's records.

Sol E. Harrison, formerly of New York City, and associated with the C. R. C. A. during its palmy days, is also classed among the "joy riders." He rides a twin Indian.

Eli Rollins (Thor), Tom Fuller (R.-S.), and Holmes Duke (R.-S.), are the leading spirits on the fishing outings to the Gulf of Mexico, which is reached by a direct ride thirty-six miles south over the shell roads.

Port Arthur, twenty-one miles south, has a number of machines, possibly a dozen, mostly Lights, which are handled by E. E. Hartford and his associate, C. Glasgow.

## .12

## TWO REPORTS FROM JACKSONVILLE.

THE prospects in our section of the country are very good. Until recently it was a difficult matter to interest any one in a motorcycle, but it is different now. We are evenly divided among the Thor, Excelsior, Indian, M. M., Reading Standard and Curtiss machines. The chain drive is rapidly becoming the standard transmission for this section.

Much work is being done throughout the State in the interest of good roads, and it will be but a short time before we can go to any point in Florida over solid smooth shell roads quickly and cheaply by motorcycle.

McGraw Bros. & Vogt.

HERE are about thirty-five riders in this city. Efforts to start a club have been made but have not met with any response from those who ride. There seems to be something wanting. Although I have "circulated" among the riders for a year I cannot discover the reason for such inactivity.

Throughout the rest of the State there are quite a number of machines, especially in the southern part. In Miami there are nearly fifty motorcycles, and much enthusiasm is evinced. People use their machines for business purposes and there are several delivery vans used by some enterprising merchants.

In Jacksonville we have about ten members of the F. A. M. I have endeavored to have more join the federation, but as

no one ever hears anything of this organization here, they are rather skeptical about paying two dollars to join it. In fact, the F. A. M. seems to be regarded here as a New York local club.

Summing up, I think the sport here needs encouragement somehow, but I really don't know how to begin. We can't organize a club; no one wants to go riding, so what other means can be adopted? Of course I am sorry to have to report such a situation in such a fine winter climate, as it may have a tendency to keep motorcycles away; but for the benefit of those who anticipate a trip to this vicinity I would say that most of our roads are very sandy. RAY E. REED.

## 38

## IN FORT WORTH AND DALLAS.

INTEREST is again manifest in motorcycling in this section. Bad roads and extremely hot weather, with a few other disagreeable features, have retarded progress to a very great extent for the past month or so; but after a number of good rains and the approaching fall weather have put in their appearance, our spirits begin to rise.

Motorcycling as a sport is rather backward here, for the reason that there are not enough makes of the various machines in use to get a diversification, there being only Indian and Yale machines in this territory, the Yale having by far the greater percentage, which we suppose is due to its being better adapted to the rough and almost impassable condition of the highways. However, the Indian is quite popular in the cities and with the police departments, where the pavements are good and much weight not demanded. The most common users of the motorcycle will be found to be the doctors, the rural carriers, the linemen and mechanics. In our neighboring city, Dallas, the druggists, haberdashers and collectors also appreciate the value of the motorcycle.

The matter of organizing a club has been given some consideration, but owing to the lack of interest shown by the majority of riders, those among them who favor this movement are necessarily handicapped to a great extent. However, before the present season is very far advanced we hope to have a club of fifteen or twenty riders, to promote endurance runs and other features, though in all probability there will be little or no track work on account of lack of facilities.

The Fort Worth and Dallas dealers, and the machines they sell, are as follows: Fort Worth-A. J. Anderson, M. M.; Pritchet & Burton, Indian; T. P. Day, Armac; Yale Motorcycle Agency, Yale. Dallas-H. Johnson, Excelsior and R.-S.; Lee & Fisher, Light; Chas. Ott, Thor and Wagner.

## C. D. PEAKE.

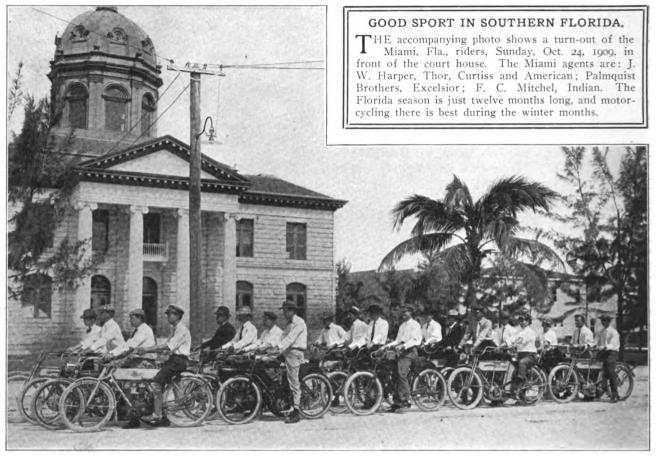
## MACHINE IN PRACTICAL USE IN TEXAS.

N Central Texas one finds in every town of any size one or more machines. Farmers now are using quite a number of automobiles, and a few of the younger men are seen with two-wheelers. The rural mail carriers have taken up the motorcycles and find that they save time as well as expense. The use of the machine on the country roads by country people has fast overcome the prejudice that prevailed at one time.

If the riders in the city could be made to realize that the open muffler is of so little advantage to the engine and such a terrible nuisance to the public they would discontinue using the muffler cut-out. There are about 100 machines in use in this county, the majority, of course, being in the city of Waco. I believe that I am right when I say that less than a dozen ride with their mufflers closed.

The summers are long and dry here, and it makes the roads fine, even if they are not worked. In the country nearby there are some seventy-five miles of graveled and wellkept roads. The different makers are well represented, and the Pierce, Wagner, Racycle, Excelsior, Indian, R.-S., American, Light, Armac, and the M. M. are seen daily on the C. M. SELEY. streets.

Waco, Texas.



## FINE PROSPECTS IN ATLANTA.

THERE are between thirty-five and forty riders here, and the following agents: Milton W. Arrowood Co., N. S. U. and Wagner; Alexander-Sewald Co., Excelsior and Yale; Elyea Austell Co., Indian; Castles Bicycle Co., Harley-Davidson.

We have many fine roads in and around Atlanta, one of which, a macadamized road, twenty miles to Roswell, is a pippin. During the past year a greater amount of road improvement has been made in the South than during any ten years previously. The road to Macon, one hundred and two miles, is a pretty good proof of the above statement, as is also the road to Rome, Ga., seventy-one miles. In fact there are good roads all over the State for touring.

Atlanta has the fever bad and automobiles and motorcycles are now selling well. Almost every known make of motorcycle is now in use here.

Very truly yours,

G. B. Sisson.

We are handling the N. S. U. and Wagner and contemplate making arrangements to handle the Harley-Davidson. We operate in twelve States, we exhibited at the show and will sell more machines next year than ever before. There is no club here, but preparations are being made to form one.

MILTON W. ARROWOOD, Co.

## ENCOURAGING WORDS FROM ROME, GA.

AM delighted that you are going to make this issue of your paper a Southern Number. We have the finest country under the sun, and we are able to ride a motorcycle nearly every day of the year.

Motorcycling in our city and immediate vicinity has not been much until recently, but we expect to put the industry to the front within a few years. We are now organizing a club and by next summer expect to double the number of riders we have now. Interest is just beginning to be taken in this line, and as our people are genuine sportsmen you will se us coming, and that very fast, within a few months. We have good roads and a fine race-track.

V. H. Moss is as fine a rider as there is in the South and is a natural expert on motors. You will see great things from him during the next year. C. E. Moss is another rider who with practice will develop into an expert. B. V. Chambers has been riding for some time and does well, as well as Fred Moore, who is daring as well as clever.

B. V. Chambers is agent for the Torpedo and Reading Standard, the West Sporting Goods Company sells the Indian and the Thor, while I have the Merkel-Light. A. C. Moss.

The Williams Motorcycle & Bicycle Company informs us that there are thirty-five riders and a club in Savannah, Ga. "While the motorcycle business," adds this concern, "has been slow of late, the prospects are excellent. We expect to dispose of at least fifty machines. We handle the Excelsior and the M. M."

## IN THE MOBILE SECTION.

THERE is no club in Mobile as yet, but the prospects for one in the early spring are excellent. There are about twenty machines, with Thors in the majority, and three agencies: the Indian, represented by the Mobile Bicycle Company; the R.-S., by Scheurman & Company, and the Thor, by T. E. Spotswood, Jr.

We have a half-mile track, used for horse racing, but it is soft and unbanked, the motorcycle record being 42 miles an hour, held by T. E. Spotswood, Jr., on a 3½ h. Thor. The roads about the city are made of oyster shells and are very good for six or eight miles out, but beyond that they are mostly sand and hardly fit for motorcycling. On this account there is as yet no commercial demand.

T. E. Spotswood, Jr.

## FROM A NORTH CAROLINA SIMON PURE.

MOTORCYCLING is really a new thing in this part our State. The greatest drawback to its advancement is the extremely poor roads. We are located on the coast and there is nothing here but sand, sand, sand,

We promoted two race meets this summer which were quite successful in the way of good attendance, close competition and plenty of enthusiasm. A little further west in our State the roads are considerably better and I believe there are a few motorcycles being sold there. However, all through this State the sport is practically new. We only have two riders here.

The writer, who hails from Pennsylvania, has been in this country for only six years and has been an enthusiastic motorcyclist for some time, doing considerable racing as a private owner. I doubt very much if there has been a private owner in the country that has spent as much in the game as I have. I attended the national meet of the F. A. M. at Indianapolis, Ind., and I have never received one cent toward my expenses, even paying for my repair parts. However, my repair bill has not been over fifty cents. In any event, I can truly say I am a SIMON PURE amateur. I started in about sixteen races this season and won firsts in twelve of them, and got seconds and thirds in the balance. J. BOYD ANDERSON. Elizabeth City, N. C.

## RAPID PROGRESS IN SAN ANTONIO.

CARL W. HUSER, Secretary of the San Antonio, Texas, Club, and A. S. Shaw report that this year has been by far the best in motorcycling in that part of the Lone Star State. Although there were only six riders in 1908, there are now about forty, most of whom are members of the San Antonio Club, which is doing a great deal to further the interest in the sport. The Indian, M. M. and Armac are handled by K. G. Wickwire. R. H. Hoffheinz is agent for the Thor, M. Simon for the Excelsior, Leo Boyle for the Harley-Davidson, George Totchernic for the Racycle, and Slake Brothers for the Curtiss. In addition to these machines. there are a few Mitchells, Merkels, Lights and Eries in town.

With very few exceptions the roads in this territory are sandy and rather rough. The climate, however, is ideal. A three-quarter-mile track, well banked, and with a good, fast surface, is nearing completion, and a race meet is being arranged for. Both these riders believe that by next year there will be at least one hundred and fifty riders in San Antonio. ж.

## ROAD-BUILDING IN TENNESSEE.

K NOXVILLE has a population of 80,000, and is situated in that part of country sometimes called "The Switzerland of America," East Tennessee. Nature has blessed us with so many good things that it would be impossible to name them all, the most important among them being the beautiful scenery, finest water in the world, a healthful climate, with mild winters and cool summers. We are 198 miles northwest of Atlanta, Ga.

Motorcycling has not "caught on" very well in this section of country, partly on account of the rough, hilly roads; and just as people were getting interested along came "hard times a-knocking at de doah." However, I predict a bright future for this sport, as East Tennessee has spent over \$3.500,000 for good roads; more good roads have been built throughout East Tennessee during the past twelve months than in any other part of the United States.

The following is a list of agents: Marble City Motor Co., Indian; J. H. Ahler Plumbing Co., Thor; C. H. Truan, Armac; Knoxville Typewriter and Phonograph Co., Reading Standard. E. E. BURKHART.

## BRIGHTER DAYS IN HOUSTON.

MOTORCYCLING in Houston, Texas, is just now becoming a reality. I brought the first motorcycle to Houston and, fighting hard, finally succeeded in selling two machines. People here were afraid of them; they had all sorts of queer ideas about the machine. In 1906 I managed to place a few more, however, though I was the only active motorcycle dealer in Houston until a few months ago, when several others came into the game. Now I find that the machines will not only sell, but that there is actually a big demand for them.

Texas is just now waking up to the fact that she is sadly in need of good roads. The auto clubs all over the State are co-operating to that end. The Houston Club has taken up the matter of good roads, and is offering cash prizes to farmers for the best kept roads in their respective sections. Heretofore my efforts toward organizing a motorcycle club have failed, but prospects look good for one in the near future. Austin W. Burges.

## TWENTY RIDERS IN NEW ORLEANS.

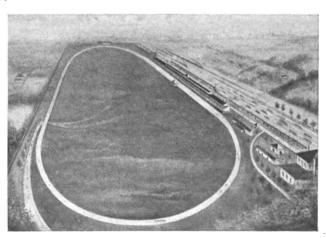
FERDINAND D. PHILLIPS writes that there are about twenty motorcycle riders in New Orleans. The Indian agent there is H. A. Testard, the Thor is handled by the Abbott Automobile Company, the M. M. by M. Zilbermann, and the N. S. U. by V. Jansen. Thor machines are used by the motor police, of whom there are four. The roads are fairly good and offer opportunities for a number of tours to suburban districts. A motor speedway is now in the course of construction and will be finished some time this month.

## AUGUSTA A GOOD TOWN.

THERE are one hundred and twenty-five or more machines in this city. We have the best roads in Georgia, those in Richmond County being made of cement gravel, the finest road material that can be obtained in the South. The local agents are as follows: Field & Company, Thor; Lyons & Kelly, Reading Standard; H. G. Rheney, Yale; P. C. Carr, Curtiss; Herbert Clark, M. M.; W. H. Holmes, Indian; Moore & Edenfield, Excelsior; E. W. Watson, Merkel-Light. E. W. WATSON.

THE Atlanta Speedway is located between Hapeville and College Park, two beautiful suburbs of Atlanta. It is a two-mile track, sixty feet wide, with a homestretch one hundred feet wide. It has a grandstand and bleachers capable of seating 40,000 people. The land, track, grading, buildings, fences and other improvements cost \$250,000, the first \$100,000 of which was raised in fifteen minutes at a meeting held in the Atlanta Chamber of Commerce several months ago.

HE first motorcycle races on the Atlanta track were held Thursday, the 11th. The ten mile amateur event was won by Klebes (R-S); time, 8.53. Robert Stubbs, on an Indian, defeated Walthour in the six mile professional, time,



The Atlanta Two Mile Speedway.

## Giving the Machine a Thorough Overhauling

By the Nomad.

NOW that the winter season is with us, the time is at hand for a general overhaul of one's motorcycle. I take it for granted that the machine gets a reasonable amount of attention during the running months, yet this is hardly sufficient to keep it in first-class order. Unless a general overhaul is given, it is not possible to judge correctly what new parts are needed and which of the old ones require touching up. If the job is done in a casual manner, with just an external testing, it is better not done at all. The just an external testing, it is better not done at all. proper way to go about it is to give the closest scrutiny to everything, and to let nothing pass which looks at all doubtful. To do this, the engine must be taken to pieces and, if this be done in a methodical manner, the work is easy. With the hasty, careless and unmethodical amateur mechanic who is looking for trouble when he tackles this job, the probability is that he will end by jumbling all the parts into a sack and carting them off to the local repair man.

Thus, having plunged in medias res, as they say in Oklahoma, we will start by carefully taking down the engine, noting where each particular part belongs and how it is fitted to the machine. Be very careful to note this point, as it does not do to try to find out how a part is fitted after one has started to reassemble. When taking down the valves and valve gears, not to mention the magneto pinion, if the motorcycle is of this type, be very careful to mark all gears, so that you will be certain to reassemble them without having to go through a long series of thinks on the various functions of the fourcycle engine.

Now I will assume that the engine is spread about the parlor floor, ready for the work that has to be done. First of all, we will cast our loving eyes upon the piston and cylinder heads, cleaning and scraping off any carbonized oil which may be there, and doing the same to the cylinder walls, seeing that no stray particle of carbon is left, and that the cylinder is cleaned out thoroughly. Then take the piston gently in thy velvet palm and twist her round, looking for any blackening or signs of leakage of gas past the piston rings. If there is no sign, 'tis well; if so, you are out a goodly dollar or two for new piston rings, and, also, you will have to turn to your back numbers of MOTORCYCLE ILLUSTRATED to see my ancient instructions as to fitting the same.

Clean every part as you dissect it; you cannot detect flaws or wear through one-eighth of an inch of dirty cylinder oil. Find a place to put everything, group all the parts methodically, and screw the nuts on the bolts to which they belong. Uncouple the connecting rod from the crankshaft, and thus take out the rod and piston tout ensemble. Make a long and careful scrutiny of the piston pin and test it for any signs of slackness, as this indicates wear, and if it becometly loose it may work its way out, like an Irishman on a cattleboat, and damage the cylinder walls. If any slackness is shown, first of all see that the set screw is tight and secure. See that it cannot get adrift again. Drill a hole through the head and spring a short length of spoke wire through this hole and around a part of the inside of the piston. If the set screw is tight, either a new pin or connecting rod bushing is required; but often one mistakes the shake in the small end of the connecting rod for a shake in the pin itself, so you must be careful to watch the pin itself, which should be a tight fit-if not, then a new one is certainly required. If the shake is in the connecting rod, a new bronze connecting rod bushing is needed.

The valves should be ground in carefully with a mixture of 120 emery powder, kerosene and oil. Don't forget that "lifting" tip when doing this job, and take your time at it,

as the summer is a long way off. The pulley or sprocket must be taken off the crankshaft and examined for wear. If it is worn, give it to the cat to play with; don't use it again, but dive into your jeans for the price of a new one. If the crankshaft bushings shake any, replace them, too, my friend, for the prophet Ezekiel saith, "It is better to go short on thy lunch money than to ride with a wabbly crankshaft."

Worn cams must also be replaced, as they cannot be faked in any way. When reassembling, it is far better to get new valve springs, or, at any rate, a new one for the exhaust valve, as an exhaust valve spring quickly loses its temper and accounts for quite a surprising loss of power. New gaskets all round put a thorough finish on the engine job, and, as I have pointed out elsewhere, prevent any chance leakage of compression.

The carbureter should be cleaned out thoroughly and the gasoline feed pipe taps and gauges likewise. When finishing the engine, it is a good plan to give the exhaust pipe a good swill through with gasoline, and an old gun barrel sponge will bring out the cobwebs. Take the muffler to pieces and free it from soot, as this causes back pressure.

Trim up all contacts, whether on magneto coil or contact breaker, and fit new wiring throughout. All the oil piping should also have a washout in gasoline to free it from any sticky sediment. Overhaul the belt or chain and, if a new one is needed, write to Rockefeller about it, as he helps those in dire need. To cure a tendency toward leakage of oil between the joints of the crankcase and between the cylinder and crank case, make gaskets out of brown paper, soak these in melted paraffin wax, and when the job is finished run a fish glue brush along the seam; it acts like a charm.

Don't forget to give the tires and bicycle parts a thorough overhauling and have the coaster brake apart to look for any wear; if it has been weak toward the latter end of the season, it is best to fit a new shoe for the sake of safety. All operating levers should be examined for backlash, which should be corrected. The belt will also want cleaning. If of leather, it should be dressed; if of canvas and rubber, a wipe-over with gasoline will do. If the machine is a chain driver, the chain will want cleaning properly by boiling it in paraffin wax and giving it a good coat of graphite. See that the chain sets well in the sprockets, and test both for undue wear, as a chain out of pitch is a source of great loss of power. As I have pointed out before, it is a mistake to fit new chains on old sprockets, or vice versa, as the results are far from satisfactory.

It is a good plan to make the overhauling job as thorough as possible, even to re-enameling the whole machine, as described in a recent issue. The wiring in particular usually needs renewal after a season's use, and it is far better to prevent roadside trouble by anticipating it than to have some petty "stallment" later on. All the control levers should have their lost motion taken up. When overhauling like this, I find it a good thing to take the tank right off the machine and to clean it out as much as possible, as the sediment in the gasoline often forms into a film at the bottom of the tank and, in time, this finds its way to the gauze of the intake pipe.

A thorough overhaul takes time, it is true, but it is time well spent, and the job is very interesting if one does not try to hurry too much. Do everything methodically, arrange all the detached parts in order, and do not attempt to do more than one job at a time. The winter months come in handy for work such as this, and the man who can successfully tackle and effect a thorough overhaul can go out on the road at the beginning of the new season, knowing his machine thoroughly in every detail.

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## RACING'S PLACE.

S racing's value to the sport in porportion to the importance which usually attaches to it in the estimation of most of those interested? Then, again, are the votaries of the sport working along mistaken lines in making many other factors secondary to speed?

Before arguing these two questions from a theoretical standpoint, it were well, no doubt, to emphasize at least one significant fact, namely, that men love competition and, generally speaking, are worshippers at the shrine of speed. Even the most conservative of us are thrilled by the thought of the space-annihilating properties of steam, electricity, and that combination of air and gas which drives the auto, the aeroplane and our own little two-wheeler. The gentlemen of the public press do all in their power to feed this craving in the minds of newspaper readers, and precious little notice would the motorcycle have been favored with by general publications had it not been for racing.

We may argue that the public is wrong to make so much of speed as a factor in vehicles of transportation. But can we deny that a satisfactory answer to the question "How fast?" has sold at least ten motorcycles wherever one has been disposed of because of its utility? Every agent will tell you that nine out of ten "prospects" invariably ask, in the course of their inquiries regarding the qualities of a machine, "How fast will she go?" Every motorcycle expert also knows that many of those so interested in speed never intend to "let her out." but will be satisfied simply with the knowledge of having acquired a mount whose speed possibilities are vast.

The psychology of it all is found in man's determination to surpass, and in his enjoyment of the big achievements of his fellows. The absence of progress spells stagnation; and just as it is natural for men to seek to prove themselves superior to their predecessors, so is it simple to understand why the phrase "faster than ever before" gives the normal being a thrill of infinite though inexplicable satisfaction.

We have devoted much of our space this summer to racing. We could not have done otherwise, had we so desired, because the past racing season's achievements have been of a record-breaking order, and demonstrated

the wonderful speed qualities of the beautiful little engine which ingenious men have adapted to motorcycles. Stories of local, national and "world's" records have always been and always will be interesting, and we shall continue to give them the attention they deserve.

We would make it plain, however, that we shall "play up" only that which is most important in the racing field. The ordinary, every-day race meet will be merely summarized. Motorcycling has grown to such proportions that it has become quite impossible to attempt any more than that in a publication of this character, and still do justice to the utilitarian and recreation features which attach to motorcycling, and which we are now more desirous than ever of emphasizing. We shall note, if only briefly, every race of consequence of which we hear, and we want our volunteer correspondents to continue to keep us posted to the best of their ability. We feel it to be our duty to give them all the news of the sport, in all parts of the country, and from every point of view. But they must not allow their interest in racing to blind them to the value of other good material that may come to their notice, such as attractive pictures, short, snappy hints that are novel and worth while, stories of tours, trade notes, suggestions, criticism and what not. In other words, knowing from experience how pleasant and valuable it is to live, through the medium of the mails, in their atmosphere, as it were, we want to keep in constant touch with our readers. cannot receive too many letters, too many criticisms and ideas, too many inquiries. Our limited space does not permit of the publication of all of them; but where, for any reason, letters or their answers cannot be published, a personal reply will always be given as promptly as possible.

## THE ATLANTA SHOW.

THE Atlanta Show was a genuine success. The building proved adequate for exhibition purposes; a large number of firms were present with all sorts of motor product, including motorcycles and their equipment. Most of these firms had forces of men present which, of course, gave the exhibition life, movement, impetus. The garage folks of several Southern States, the motorcycle and bicycle agents, and many individual motorists—all these were present in great numbers. The officials and high life of Atlanta received the motorists with open arms. There were banquets, speeches—and business. The arrival of the trail of cars from New York, blazing the Good Roads' Gospel from the sea to Atlanta, was made much of. They provoked a great demonstration.

Also, a new two-mile raceway was thrown open. It at once gave us a crop of marvelous speeds, world's records, etc. Although the men "hurled themselves madly around the turns," the Atlanta raceway seems perfectly safe. All these matters were recorded by a corps of special and general press representatives, who flashed the news in a most extensive fashion to all the important papers in the United States. The publicity born of the Atlanta doings was worth millions to the motor trades. Besides, the Atlanta Show has given motoring in the South a great push forward. As we go to press, the motorcycle men have not yet tried the new speedway; and, unless the surface of the track be totally unsuited for motorcycle racing, we may look for a badly battered record slate.

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## PROSPECTS IN DIXIE.

THE first installment of the matter pertaining to motor-cycling in the South is published in this issue. It speaks for itself. In preparing this material for our paper many little intimate and human touches were left in the correspondence. We thought it best to do it that way. But, beyond the human note, there is much information which will be of value to all live makers and sellers. The result

of the whole thing means that the South is taking up motorcycling, that the South has the enthusiasm, the money and the men—but is sadly lacking in good roads. Until the roads in these Southern States are bettered or altogether made over motorcycling in the South will be a matter of slow growth. But now that the Atlanta Show has surcharged the South with refreshed motor enthusiasm, we may expect the good roads' movement to take on immediate and important headway.

W E quite agree with our contemporary that many of the provisions of the new F. A. M. competition rules are being ignored by racing promoters. This is particularly true with respect to the entry blanks, very few of which are printed in conformity with the new regulations. Again, opportunities to compete are not always offered to private owners and to novices.

Failure to comply with the rules in the latter particulars may be due, in many cases, to the promoter's inability to obtain entries of sufficient attraction to make-it worth while to the spectators. Nevertheless it is due to the new man and to the rider who owns his machine that they be given all the encouragement contemplated by those who were instrumental in bringing the new and vastly improved rules into play. In

any event, there is absolutely no reason why the entry blanks should not be properly printed. It appears that many of the promoters have been basing their programs upon the old rules, never having thought it necessary or even worth their while to learn in what respects the new rules differ from those previously in force.

JACKSON. Mississippi, has 50,000 inhabitants, no motorcycle agents and only three motorcycle riders. Three years ago Jackson had only two automobiles; but an agency was established, a garage opened, and today the town swarms with motor cars. This shows what a hustling agent can do to a town.

THERE is a steady, constant demand for the little book, "Construction, Management and Care of Motorcycles." We carry this book for the convenience of new men; it is also valuable for the old rider. It's not a big, impressive, technical book. It is simple, practical, covers all points, and, best of all, it costs only twenty-five cents.

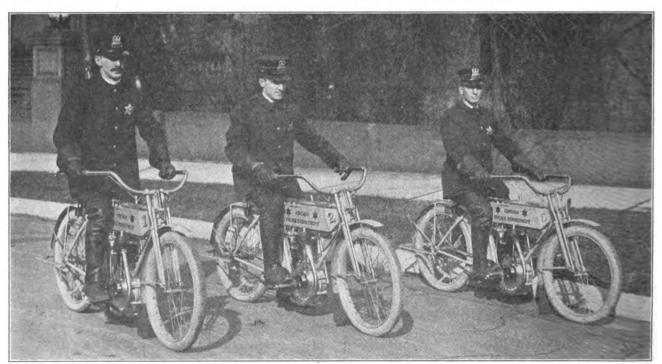
B. A. SWENSON, F. A. M. Commissioner for Rhode Island, reports that the Providence Club has voted to become affiliated with the Federation.

WHEN Colonel Steward was recently appointed chief of the Chicago police department he was known to be a live one, and has proven his right to that title by organizing a motorcycle squad in his department. After very searching investigation covering practically all of the leading makes of motorcycles, the Excelsior was awarded the contract, and their force immediately began instructing the officers selected to make up the squad.

The first three are now in service and it is proposed to augment this force as rapidly as possible until the force will comprise nearly fifty men. These officers will serve mainly to carry confidential reports and orders between the various stations and headquarters. They may in time be used to chase the festive scorcher, but that is not the primary purpose for which these machines have been installed.

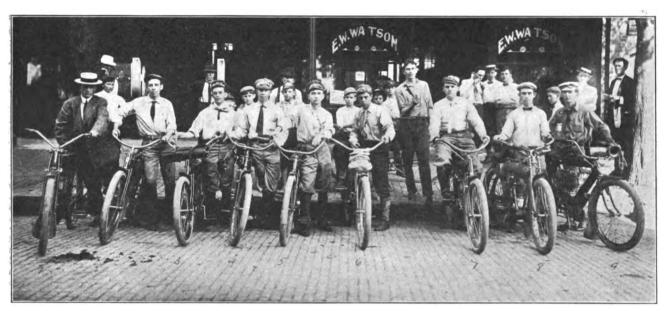
The men shown in the accompanying illustration are: 1, John T. O'Connor; 2, Harry R. Walker; 3, L. M. Borgersen. A fourth man, Officer Burns, has been equipped since this picture was taken. Officer Walker became so enthusiastic over the motorcycle proposition that he decided that he needed a machine for his own use, and on Saturday last he left the Excelsior's retail store a proud possessor of a brand new machine.

The Police Department's machines are the standard battery model Excelsior Auto-Cycle, with 26-inch wheels, and differ from the regular machines only in that the gasoline tanks are enameled a deep blue, to correspond with the Chicago Police Department patrol wagons, with the title "Chicago Police Department" lettered in gold on the side of the tank. When the entire fifty are mounted they will make a stunning sight.



Three of Chicago's Motorcops, Mounted on Excelsior Machines.

## A MOTOR TRIP FROM AUGUSTA TO ATLANTA



At the Start-1. Thomas Campbell; 2. C. E. Story; 3. E. W. Watson; 4. Paul Brinson; 5. T. A. Wolfe; 6. Peter Kendrick; 7. W. R. Dawson; 8. H. G. Rheney; 9. C. L. Stafford.

was obtained.

THE Atlanta Show was of particular interest to a certain class of Southern riders, in that it recalled a summer tour from Augusta to Atlanta. This journey was undertaken by a party consisting of Paul Brinson on a Thor; Chester Story, W. R. Dawson and E. W. Watson, on Light machines; Grady Rheney, on a Yale; Fred Wolfe and E. L. Stafford, on Indians, and P. Kendrick on a Merkel. Paul Brinson was the first arrival, and he was followed by Wolfe. Story and Rheney put in their appearance at nine the following morning, while Dawson and Watson, the rear guard, came straggling in about two hours later. Because of the deep sand, in places at least a foot, a course through fields had to be taken, and stumps, stones, creeks and what not were encountered, breaking the monotony of the sand paths and, by contact with the machines, causing many tumbles.

Ed. Watson probably had the largest chunks of excitement, running through creeks and striking snags quite frequently. While traveling ten miles an hour and fording a creek near Statesboro, Watson's motorcycle struck a snag, throwing him into the water, while his machine kept on its path for probably a hundred yards until its stability was jarred by a huge

countered would probably result in resolutions being adopted to the effect that the roads between Savannah and Augusta would do credit to a monkey path through the African jungles, both for sand and stumps.

The trip included about 175 miles, and had the roads been in condition it is thought the distance could have been cov-

rock and it fell on its side. Then he broke his saddle and

rode for about twenty miles on the place where the saddle

ought to be, until Statesboro was reached, where another seat

about Waynesboro. In some unaccountable manner he

stripped the teeth from his driving gear and had to have

his machine pushed back home. Near Scarboro, Kendrick

had some trouble, either with his machine or himself, and

enlisted the services of a small boy to help him into that town.

A vote on the question of the condition of the roads en-

Stafford was the first to drop out, his company being missed

The trip included about 175 miles, and had the roads been in condition it is thought the distance could have been covered in about six hours. An effort is being made by the Augusta Automobile Club, to which a large number of the cycle owners belong, to have the roads improved or a path constructed.

A SA G. CANDLER. President of the Atlanta Chamber of Commerce, has given immense sums to various enterprises of great importance and has given so much of his own energy to these undertakings that he is in danger of drawing too heavily on his own vitality for the public good.

Mr. Candler, with characteristic insight, has seen the great part which motor vehicles are destined to play in the building of good roads and the uplift of rural life. He has thrown himself into the work of the Automobile Show with his usual energy, and both his influence and his money are seen in the construction of the best automobile race-course in the world in the suburbs of Atlanta, where he is liberally supporting the enterprise initiated by Asa G. Candler, Jr., Edward M. Durant, Forrest Adair, R. J. Guinn, F. J. Coolidge and others.

ACCORDING to the New England Automobile Journal, the supposition, that the motorcycle is too complicated for the care and attention that a woman can give is decidedly upset by the experience of Miss Sadie Macomber of Worcester. Mass., who has found the use of her Indian machine productive of both health and pleasure. She caused some comment among men riders recently by riding 1,000 miles in less than a month, much of this through average and, in some cases, rough and sandy highways. She has had several accidents, but has never suffered injury.

C. WILBER, vice-president of the F. A. M., Eastern District, announces the following appointments for Rhode Island: Commissioner, B. A. Swenson, 185 Prairie avenue, Providence; secretary, Chas. H. Westcott, 38 Keene street, Providence; legal action, William W. Scott, 15 Almy street, Providence; competition, Carl Swenson, 14 Bellevue avenue, Newport; highway improvement, Frank Wilkinson, 75 Comstock avenue, Providence; transportation and facilities, Chas. G. Walmsley, 172 Pine street, Providence.



## TWO-CYCLE ARGUMENT.

I have been rather interested in the two-cycle discussion among the motor-cycle fraternity. I particularly noted the October 15 number, in which there were some statements that I think could be modified. The writer has been a bicycle repairman and rider, now owns and rides an Indian machine, and has run and sold marine two-cycles for five years. I am a two-cycle partisan, and would like to speak a good word for these much-abused motors.

In the first place, the two-cycle principle has had about one-tenth the study the four-cycle has received, simply because the four caught the public fancy at the start. The same amount of ex-perimenting would put the two-cycle far in the lead. The two-cycle was first made prominent in the boating frater-nity because of its comparatively low cost of manufacture.

The ports of the first motors were simply cored out and no system of milling ports to size was used. Consequently there were no two motors that would ly there were no two motors that would run alike, even though built in the same shop at the same time. It is only in the last few years that an attempt has been made to improve the two-cycle motor. However, enough progress has been made to show what can be done. The Rice engine, built in Bordentown, N. J., has developed a speed of 3,200

r. p. m. without a skip, using crank case compression for cylinder supply. This should be fast enough for any motor-cycle. In regard to oiling the motor, the last word is to mix about one pint of cylinder oil with five gallons of gaso-line, which gives the finest kind of lubri-cation without the slightest attention from the operator.

In the matter of up-keep, the twocycle engine will burn a little more gasoline than the other, but it has only one valve under five pounds pressure in the two-port type, and none in the three-port. It has no cams, no push rods, port. It has no cams, no push rods, only three moving parts, and is smoother than the four-cycle on everything but very low throttle. True, the two-cycle engine has practically constant compression and, if throttled down, will fill the cylinder with exhaust gas, thus causing ragged running in large bores. But I have run a motor large bores. But I have run a motor with 3-inch bore 150 r. p. m. without a skin which would probably be slow skip, which would probably be slow enough for motorcycle use.

TWO-CYCLE ADVOCATE.

ĸ The October number of The Clincher is interesting to Goodrich tire users, to any motorcyclist. The Clincher is a neat monthly published by the B. F. Goodrich Co., Akron, Ohio. They will put you on their list free if you want them to.



Gloss and Miller on a Thor Tri-Car.

## CRITICISES DALLAS RACES.

The races held under the auspices of the Texas State Fair at Dallas, Texas, during the last three days of the fair, proved to be a shocking travesty of the national sport. It could hardly be expected that the program would equal one of the Eastern meets, owing to this being their first attempt, but a detailed account of the facts would read like a dime novel to a true lover of the sport. Seven horse special machines were pit-ted against regular stock singles, withted against regular stock singles, with-out handicap, or any restrictions what-soever. So far as the ability of the individual riders was concerned, both Armstrong and Stubbs showed wonder-ful skill in taking the curves, and their performances were both thrilling and spectacular; but as for anyone ever exspectacular; but as for anyone ever expecting that the races would be very hotly contested for the lead, that was out of the question. How can it be expected to arouse any interest in motorcycle racing, by establishing such a precedent, is beyond the comprehension of the writer. Instead it will disgust those of us who may have some inclination in that direction. We do not attempt to place the responsibility on any individual, or set of individuals yet we individual, or set of individuals, yet we do feel that it is our right to speak out do feel that it is our right to speak out our opinion on something in which we are interested, and it is our opinion that most, if not all, who attended the races will agree with us in this instance. Some remarkably good time was made by Stubbs, he negotiating a mile in a trifle over 54 seconds during one of the 5-mile events, fast work for such a

the 5-mile events, fast work for such a track. We hope, however, should future meets be held in our State, that we can at least afford the public proper management, if nothing else.

Fort Worth, Tex.

C. D. PEAKE. C. D. PEAKE.

TRI-CAR ENTHUSIASM.
I am enclosing herewith photo of my-I am enclosing herewith photo of my-self and C. G. Gloss, with a side car at-tached to a 3-h. Thor. We have made many trips with the side car, some as long as fifty and sixty miles, over country roads, which speaks pretty well for a one-lunger of the 3-h. variety. Aside from the running I did with the car. I covered about 3.500 miles with a car, I covered about 3.500 miles with a repair bill of but \$1.20. I never had to stop on the road except for two punctures, and I have experienced not the slightest engine trouble. I took engine down and cleaned out the carbon once during that time. Mr. Gloss also rides a Thor single, and has ridden almost an agual number of miles. The restain equal number of miles. The machines are very fast and do from 35 to 40 miles an hour over the country roads, which, in places, are very bad and hilly.

Mt. Morris, Ill. MERRITT S. MILLER.

Clarence Griffith, of Ashland, Ky., has just acquired a Thor.

## FLYWHEEL PROBLEM.

Oscar Taylor, Jersey City.—An engine has to be "balanced," that is, the flywheels must bear relation to the other reciprocating parts. Therefore, in certain engines, one could not increase the weight of the flywheels beyond a cer-tain limit, either of the flywheels or of even the bob weights. If this were done the result would be excessive vibration. Sometimes an engine with larger fly-wheels is lighter than an engine with smaller; this all depends on the construction, piston weight and other matters connected with the balancing. Again, you say a "large" flywheel; this does not necessarily mean a heavy flywheel, as the correct place for the weight is in the rim of the flywheel. All engines have to be correctly balanced be-fore they leave the manufacturers and no alteration should be necessary. The weight of the engine could be cut down, but this is a matter which is affected by other factors as well as by the weight of the flywheel.

## ANOTHER IDEAL.

Being an ardent motorcyclist, and an interested reader of MOTORCYCLE ILLUSTRATED, I would like to give you my opinion of what I would consider an ideal motorcycle:

Motor—Four cylinder, Pierce style. Valves—Mechanically operated. Ignition—Bosch H. T. magneto. Lubrication—Automatic force feed Control-Twist of wrist system (like Indian).

Transmission-Shaft enclosed, free engine, two speeds, selective gear. Frame—Low and long, long handle-

bars with rough rider grips.
Fork—1900 Indian style; laminated

spring. Wheels-28 in.; 3-in. tires.

Now, add to this a comfortable saddle, a band brake and a good, sensitive carbureter, and you have a machine that is an ideal one in every respect.

Bardstown, Ky. ROY LITSEY.

## TO THE TOP OF MT. HAMILTON.

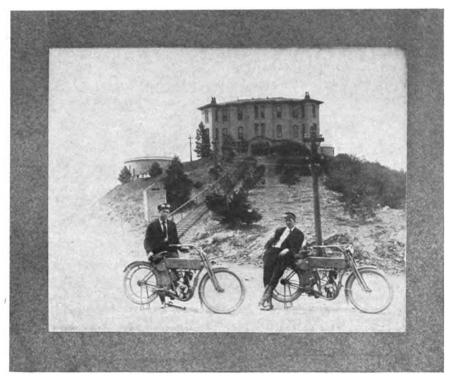
Joseph Holle, San Francisco agent for the Harley-Davidson, has sent us the photo published above. It shows J. A. Jones and F. H. Shaleen on their '09 single cylinder Harley-Davidsons at the summit of Mt. Hamilton, Santa Clara

County, Cal.

This is a very hard trip for a motorcycle, as there are exactly 365 turns, some of which are very sharp. The view from the summit is beautiful, giving a panorama of the entire Santa Clara Valley and the cities of San Jose and Santa Clara, with the bay of San Francisco in the distance. The Lick Ob-servatory on the top of Mt. Hamilton is one of the sights of northern California, and very few visitors fail to "take it in" when in the West.

The feat is all the more remarkable in view of the fact that Mr. Shaleen has the use of only one leg.

Ten Indian machines have been purchased for police use by the Kansas City, Mo., authorities. The sale was made through C. Holden, the local Indian agent.



Jones and Shaleen at Summit of Mt. Hamilton.

## WINTERING THE TIRE.

Many a rider has had the experience in the spring of the year of having his tires give out after a few hundred miles' use, although they were in excellent condition when he put them away for the winter. To such the following suggestions, reprinted from The Clincher, the Goodrich house organ, will prove well worth reading:

"We recommend the removal of the tires from the wheels; this done, a close examination of the cases should be made, to locate cuts or abrasions that expose the fabric. These should be repaired either by our nearest branch or sent to the factory. Neglect of this will cause deterioration of the fabric and complete destruction of the casing. Before storing the cases it is advisable to wash the outside of them with a little gasoline. This will remove any traces of oil, which, if left on the tire, will tend to soften and destroy the rubber. Wrap

the cases in light muslin or burlap, and place them in a dry room out of the rays of the sun. A dark room is preferable. A temperature ranging from 30 to 40 degrees of Fahrenheit is best, to prevent oxidation.

"Tubes should be laid flat on a shelf in a dark cupboard, care being taken not to have any weight rest on them. The same temperature for the cases will ap-

ply to tubes as well.

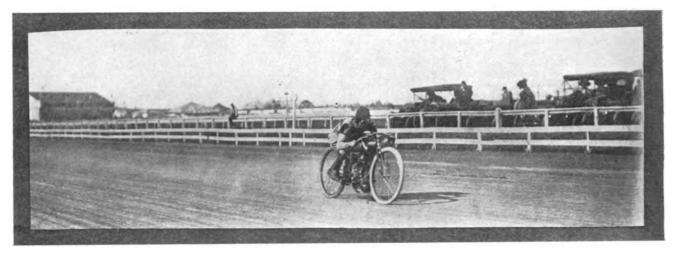
"The rims should be thoroughly cleaned of rust and sandpapered; then painted with liquid graphite (common stove polish will do). If the tires are not removed, the machine should be suspended so that no weight rests on them. Release part of the air to relieve the strain on the casing, leaving only enough pressure to keep the tire tight and in

"Unless some air is retained, the tube will have a tendency to fold, and then crack when again inflated."

The passage of an ordinance by the Beaumont (Tex.) City Council, regulating the operation of automobiles and motorcycles through the public streets, prescribing a speed limit of eight miles per hour for the business portion of the city and of fifteen miles per hour for the suburban precincts, meets with the approval of Beaumont riders. The ordinance prescribes a minimum penalty of \$5 and a maximum penalty of \$100 for its infraction.

The annual Thanksgiving Day meet of the Augusta (Ga.) Club, to be open, will take place November 25 at the fair grounds at Augusta.

F. Merton Phillips, Good Ground, L. I.—I should diagnose your trouble as carbon on the piston and cylinder head, but you do not mention whether you have looked for this. What I should advise is to take the cylinder and cylinder head off and have a look first. If there is no carbon deposit, then try the connecting rod bushing. If this is the connecting rod bushing. If this is loose and has any vertical play, take out the wrist pin and you can easily fit a new bushing yourself without very much mechanical skill. You say you are going to scratch out the No. 13 on the battery case to alter your run of luck. Change it to 23 and see how she goes!



Stubbs Doing a Mile in .54 2-5 at the Dallas (Tex.) Race Meet.

The Dallas, Texas, races, held October 27th and 28th, proved "easy meat" for Robert Stubbs, of Birmingham, Ala., who captured first place in every event, incidentally doing a mile in .54 2-5, the Southern record for that distance. Excel-lent work was also done by E. W. Armstrong who, on a single Excelsior, rode a mile in 1:02 3-5. The summaries:

Five miles, open--Won by Robert Stubbs, Indian; second, E. W. Armstrong, Excelsior. Time, 4.57 3-5.

Ten miles, free-for-all-Won Stubbs: second, Armstrong. 9.45 2-5.

Five miles lap race-Won by Stubbs: second, F. Hurley, Indian; third, Armstrong. Time. 5.29.

Ten miles handicap-Won by Stubbs (scratch): second. Armstrong (1:07); third, Hurley (.50). Time, 9.50. Five miles open—Won by Stubbs; sec-

ond, L. Hashie, Indian; third. Armstrong, Excelsior. Time, 4.59 2-5.

Mile time trials-Stubbs, time .542-5; Hashie, .581-5; Armstrong, 1.023-5. Stubbs' time is a new Southern record.

## THREE DAYS OF GOOD SPORT AT GUTTENBURG, N. I.

TWO thousand persons saw the race meet held last Sunday afternoon by the combined motorcycle clubs of New York on the Guttenburg track, in New Jersey. Miss Dorothy Rice, of New Jersey. Miss Dorothy Rice, of New York, who wished to compete, was not permitted to ride.

What proved to be the most interesting event was the two-mile flag race, in which each man as he finished his first mile had to pick a flag from the ground while at full speed. L. H. Gutterman. of the Harlem Motorcycle Club, leading a field of ten and making almost a mile a minute, succeeded in snatching his flag. He kept his seat and finished the two miles in 2m. 4 1-5s., fully a hundred yards ahead of J. Buckingham, of Yonkers. J. F. Fox, the only other man who was able to pick up his flag, did not have gasoline enough to finish.

Miss Dorothy Rice, of New York, daughter of Mrs. Isaac Rice, head of the Anti-Noise Society, wanted to ride in the five mile race, but Dr. Thornley would not permit her to ride, and added that any one who loaned her a machine would be suspended for a year. He gave as his reason that the rules forbade him to allow a woman to risk her life competing against men. However, before he arrived at the track Miss Rice had ridden a trial mile in 1m. 13s.

One-mile Speed Judgment Race (average speed of thirty-five miles)—Won by Joseph Buckingham, New York; Harry Fox, New York, second; Charles Capelo, New York, third. Time, 1.42.

Six-mile Relay (interclub team race) -Won by Harry Mapp and A. G. Chapple, New York Club; L. H. Gutterman and W. L. Coursen, Harlem Club; Edward Swain and Frank Hart, Reading Standard team, third; W. H. James and Percy Drummond, New Jersey Club,

fourth. Time, 7, 22 2-5s.

Quarter-mile Slow Race—Won by M. P. Sullivan, Concourse Club, New York; J. S. Duttel, New York, second; Charles Capelo, New York, third. Time, 1. 5 25s.

One-mile Fast Race—Won by Charles Capeto, New York; Joseph Buckingham, New York, second; M. P. Sullivan, New

York, third. Time, 1, 7 3-5s. Five-mile Four-cornered Match—Won by A. G. Chapple, New York; Walter Goerke, Brooklyn, second; Fred Voelker,

Goerke, Brooklyn, second; Fred Voelker, New York, third; Harry Mapp, New York, fourth. Time, 6, 41-5s. Two-mile Flag Race—Won by L. H. Gutterman, New York; Joseph Bucking-ham, New York, second; S. P. Picken-ellap, New York, third. Time, 2, 41-5s. Five-mile Handicap (30.50 cu. in.)— Won by Edward Swain, New York;

Won by Edward Swain, New York; Walter Goerke, Brooklyn, second; Charles Capelo, New York, third. Time, 6. 28s.

One-mile Grab-bag Race— Won by Frank Hart, New York; L. H. Gutterman, New York, second.

Two-mile Novelty Race—Won by Frank Hart, New York; L. H. Gutter-

man, New York, second; Fred Voelker, New York, third. Time. 3m.

Ten-mile Handicap—Won by Walter Goerke, Brooklyn. 3 minutes; Charles Capelo, New York, 3 minutes, second; Edward Swain. New York, 3 minutes, third. Time 11.37 2-5.

There was some decidedly high-class racing on tap Election day in connection with the meet conducted under the auspices of the New Jersey Club at the Guttenberg Motordrome. Union Hill, N. J. Five events comprised the program, with a fifty-mile race leading the card. This race, which was originally intended

for a 100-mile championship, was cut in half because of the approaching darkness. The event was won by A. G. Chapple, of New York, who drove a clever, daring contest. Chapple's time was excellent, 58.23 3/5.

Goerke got his satisfaction in the onemile record trials, sweeping everything on the board. With a 7 h. Indian he went the one-mile circuit of the track in 59 seconds flat, a record for the course. Goerke also made the best time for 5 h. machines, turning a mile in 1 minute 1 1-5 seconds. Then he went further and made the best time on a 4 h. machine, 1.06.

Newarkers, members of the New Jersey club, figured prominently in the races. Besides O'Brien finishing second in the big fifty-mile race, George Riechey was second and William H. James third in the three-mile scratch race. John Bender, of Paterson, was third in the five-mile scratch event, which was won by Chapple, with Goerke second.

An accident occurred in the first race, a five-mile scratch. William Huebsmith collided with Edward McDougal, who fell on the first turn. Hubsmith sustained a slight fracture of the left side of the skull, but the physicians said that if no complications set in he would recover. The summary:

Five-mile Scratch Race—Amateur; limit, 50 cubic inches. Won by Frank Hart, New York; Harry Fox, New York,

Hart, New York; Harry Fox, New York, second; Joseph Buckingham, New York, third. Time. 5.531-5.

One-Mile Time Trials—Flying start; limit. 61 cubic inches. Walter Goerke, Brooklyn. 7 h., time 59 seconds: A. G. Chapple, New York, 7 h., time, 12-5; Walter Goerke, Brooklyn. 5 h. time. Walter Goerke, Brooklyn. 5 h., time. 1.1 1-5; Howard O'Brien, Newark, 5 h., time, 1.3 4-5.

Five-Mile Scratch—Trade riders; limit, 50 cubic inches. Won by A. G. Chapple, New York; Walter Goerke, Brooklyn, second; John Bender, Paterson, third; time, 5.27.

Three-Mile Scratch—Amateur; limit, 30.50 cubic inches. Won by Edward Swain, New York; George Ricchey, Newark, second; William S. James, Newark, third. Time, 4.00.

Three-Mile Match Race—W. H. James, Newark; George Gifford, Jersey City, and Edward Swain, New York. Won by James; Gifford, second; Swain, third. Time, 4.12.

Fifty Mile Race, Open—Won by A. G. Chapple, New York; Howard O'Brien, Newark, second; Walter Goerke, Brooklyn, third; Frank Hart, New York, fourth. Time, 58.23 2-5.

In each of these events the men who finished first rode Indians.

#### **36 36**

## Summaries, Sunday, October 31.

Two miles scrath, private owners— Won by C. McDougall, Indian, Newark; second, A. J. Soleman, R-S, New York; third, Joseph Buckingham, Indian, Brooklyn. Time 2:31.

Five miles match between Walter Goerke, Indian, Brooklyn, and A. G. Chapple, Indian, New York City—Wonby Goerke, Time 5:38.

Ten miles handicap, trade riders— Won by Walter Goerke, Indian, Brooklyn (scratch); second. Howard O'Brien, Indian, Newark (:30); third, A. G. Chapple, Indian, New York (scratch). Time 10:30 3-5.

Five miles scratch,  $30\frac{1}{2}$  cubic inches, stock machines — Won by William James, Indian, Newark; second, Chris Anderson, Simplex, New York; third, Albert Johnson, R-S, New York City. Time 7:40 1-5.

Miss and out, private owners, machines not exceeding 50 cubic inches—Won by John Bender, Indian, Paterson; second, Frank Hart, Indian, New York City; third, E. McDougall, Indian, Newark. Distance 6 miles. Time 7:06.

Ten miles handicap, trade riders—Won by Walter Goerke, Indian, Brooklyn (0:35); second, Howard O'Brien, Indian, Newark (0:55); third, Harry Mapp, Indian, New York (1:00). Time 10:58.

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Good time was made in the races which made up the card offered at the fair grounds track by the Pueblo, Col., Club.. Oct. 31. Grant Lichtenberger, riding a Harley-Davidson, won the feature event, the ten-mile handicap race for single cylinders for the city championship, and also the five-mile for single cylinders. Lichtenberger's time for the feature event was 15:33 2-5. He was awarded the silver cup offered as a prize by the club.

The summaries:-

Five-mile race, flying start, open to all single cylinders—Grant Lichtenberger (Harley-Davidson), won; Ray Lichtenberger (Harley-Davidson), second; Leslie Maxwell (Excelsior), third. Time, 8:12.

Two and a half mile relay race, open for all single cylinders—Ray Lichtenberger (Harley-Davidson), won; Atterberry (Reading Standard), second; Maxwell (Excelsior), third. Time, 4:36 3-5. Five-mile handicap race, open—Ray Lichtenberger (Harley-Davidson), won; Maxwell (Excelsior), second; Hooper (Indian), third. Time, 7:45.

Two-mile novelty race, open to single cylinders—Royce Atterberry (Reading Standard), won; Eno (Excelsior), second; Hooper (Indian), third. Time, 4:24 1-5.

Ten-mile handicap race, open to single cylinder stock machines, city champion-ship for 1909—Grant Lichtenberger (Harley-Davidson), won; Hooper (Indian), second; Atterberry (Reading Standard), third. Time, 15:33 2-5.

#### .4 .4

Owing to the chilliness of the air and the high wind which swept over the course, the races recently conducted at Princeton. Ill., were rather poorly attended. Despite the adverse conditions, however, fairly good time was made in most of the events. The summaries:

Five-mile open—Leonard Nickelson, twin Indian, first; John Powder, Excelsior, second; Roy Rapp, Excelsior, third. Time, 7.08½.

Five-mile open—L. Nickelson, first; John Powder, second; Roy Rapp, third. Time, 7.05½.

Three-mile open, single cylinder machines—John Powder, first; William Lauterbaugh, second; R. Rapp, third. Time, 4.16.

Two-mile open, flying start, single cylinder—Roy Rapp, first; John Powder, second; William Lauterbaugh, third. Time, 3.001/2.

Two-mile open, flying start, free-for-all—L. Nickelson, first; John Powder, second; Roy Rapp, third. Time, 2.49.

Four-mile open single cylinder—John Powder, first: Roy Rapp, second; Willian Lauterbaugh, third. Time, 6.06 3-5.

In these events Nickelson rode an Indian, while Powder, Rapp and Lauterbaugh rode Excelsiors.

### **36** 36

On Oct. 31 a large crowd of enthusiasts gathered at the fair grounds,

This odd picture hails from Seattle. The Emblem agent in that town, F. M. Spinning, thought it would be good advertising for the motorcycle, and especially for the Emblem motorcycle, if he tacked a sign on the Alaskan Overland Mail Express, on view at the Seattle Fair. The big fellow standing at the

Sandusky, O., to witness the second race meet of the U. S. Motor Racing Association. One of the features was the clever riding of Trowbridge and Steinbaugh, and although their winnings were few, they showed themselves to be comers. Notwithstanding the fact that the track was soft and a heavy wind prevailed, excellent time was made. The summaries:

Three miles, under 30-50 cu. in.—S.

Three miles, under 30-50 cu. in.—S. W. Martin, first; H. Steinbaugh, second; D. Trowbridge, third; time, 4.05 1/5.

Five miles, under 30.50 cu. in.—S. W. Martin, first; D. Trowbridge, second; H. Steinbaugh, third; time, 6.48.

Five miles, open—Won by Martin; second, Steinbaugh; time, 6.003/2.

The match between Trowbridge and Steinbaugh resulted in each winning a heat.

#### **.4** .4

The following are the summaries of the two days' race meet held at Macon, Ga., Oct. 30 and 31:

First day.—One mile—First, Walthour, Excelsior; time, 1:18; second, Moss. R.S.

Three miles—First, Calloway, Excelsior; time, 3:42; second Chastain, Indian.

Five miles—First, Walthour, Excelsior; time, 5:46; second, Chastain, Indian.

Ten miles—First, Chastain, Indian; time, 11:23 2-5; second, Calloway, Excelsior; third, Moss, R-S.

Second day.—Chastian, on an Indian, won the twenty and the five mile events. Walthour was first in the ten-mile race.

Pennsylvania riders will be allowed, under the new law, to paint their license number on the mud guards of their machines, but will be required to comply with certain conditions, among them the use of a color which will contrast with the color of the mud guard sufficiently to make the license number plainly legible.

rear end of the mail train is the celebrated Caribou Bill, a U. S. mail carrier in Alaska for several years. Seattle, by the by, is one of the liveliest towns in the world. There, everything goes, including prosperity. It's a good place for a young chap to make a fresh startand a fortune, if he's not a roustabout.



## BROOKLYN POLICE COMMISSIONER USING INDIAN TO GREAT ADVANTAGE.

A new terror has been added to the official lives of the Brooklyn police. It travels around on a high-powered machine, whose chug-chugging along the highways and byways of the trans-pon-tine borough has filled with dread the souls of the bluecoats who have seen and recognized the rider.

The apparition was first seen some three weeks ago by a mounted man, who, sad-dle sore and weary, was doing what he should not have been doing. It was on the Ocean Parkway. Far away in the gloom a pin-head of light suddenly began to twinkle. Larger grew the light. It seemed to search the stygian darkness with a peculiarly baleful glare. The copper wotted not a wot what it was doing. He simply yawned and kept on doing what he should not have done.

Louder grew the rattle of the machine. That eye of light seemed fixed on the That eye of light seemed fixed on the dismounted mounted man. That shaft seemed to pierce him and transfix him to the spot. The chug-chug ceased, the squeak of a brake was audible and the squeak of a brake was audible and the motorcycle slid silently to the side of the cop and stopped. The Flying Dutchman spoke softly to the policeman. The voice was one of authority—not harsh, but convincing. The cop remounted. The long legs of the night rider found the pedals of the machine, and the Flying Dutchman was off argin. The ing Dutchman was off again. The mounted man wiped the perspiration from his brow. For the remainder of the night he did what he should have done earlier on his tour of patrol.

The Mystery of the Night puzzled

## MAGNETO SWITCHES.

Strangely enough it is comparatively rare to see a switch fitted to the modern magneto-fired motorcycle. magneto-fired motorcycle. Every magneto of well-known make is fitted with a small screw immediately over the contact breaker adjacent to the spring hold-ing on the brass cover of the make and To this screw it is intended to break. attach the earth wire from the switch, so that when the said wire is connected to the frame by means of the latter the magneto is shortened, and consequently put out of action. So rare is the fitting of a switch nowadays that we are constantly receiving letters from correspondents who write to ask us if it will do any harm to fit one. Of course, this is impossible, as shortening is the only correct way "to switch off" the magneto. On all machines where the throttle is not a perfectly gastight fit a switch is advisable, as in the event of the valve lifter wire breaking it would be difficult for a novice to stop suddenly.-Motor Cycle of London.

Ignition.—So long as your machine starts easily, accelerates quickly, and attains a high speed, there cannot be anything wrong with the magneto; but it would be advisable to remove the contact-breaker cover and remove all the surplus oil and dirt with a rag or toothbrush soaked in gasolene. If the contact points are quite black and pitted, trim them with a fine jeweller's file, or one of those sold for the purpose. The oil reservoirs should be cleaned out with



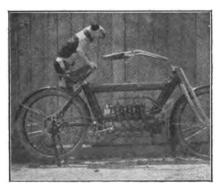
Commissioner A. W. Booraem.

Brooklyn for some time. A few days ago the Flying Dutchman was picked up. In broad daylight he does not look at all fierce. In fact, he is a rather pleasant, youngish looking man. He de-

paraffin from time to time. There are screws underneath the reservoirs to allow the paraffin to drain away.

Houston, Tex .- Three months of strenumotor cops have demonstrated their value as an adjunct to the police department, having increased the fines by nearly 25 per cent., brought auto speed maniacs to time and compelled the enforcement of a number of other municipal regulations that have been violated in the past. The local police riders are S. J. Simmons, H. T. Graham, D. W. Robinson and A. J. Millsop.

TWO GOOD ONES.



Pierce Four-Cylinder and Boston Bull Terrier, Treasured Possessions of C. M. Seley, of Waco, Tex.

lights in outdoor exercise and his spare but muscular frame shows the effect of

"Shall I admit or deny that I use a motorcycle?" asked the Night Rider, whose place of business is 269 State street, Brooklyn.

"No, Commissioner, you need not," replied his inquisitor, "because we have the goods on you."
"Well, all right. I suppose it would

leak out anyway, sooner or later."

Deputy Commissioner Booraem laughed

heartily when told of the commotion he had caused in his flittings up and down the Boulevard. "No one need be afraid of me," he said, "for on my wheel I am out for a constitutional only."

"That may be, but you are none the less a Deputy Commissioner of Police."

mused the Flying Dutchman. "I must say such rides are exhilarating. Mr. Alfred W. Booraem is Fourth Deputy Police Commissioner in charge of the Borough of Brooklyn, and he intends to use his Indian Twin to keep in touch with police matters, as well as for pleasure. Mr. Booraem has been a member of Troop A, New York, for eleven years, an expert horseman and pistol shot. In an interview after his first road experi-ence of 76 miles he said: "I think my horse will have to go to the training stable. Motorcycling is not only fas-cinating, but the use of this machine enables me to cover a larger territory without attracting so much attention as I did when riding in the official police automobile."

## A GOOD VALVE HINT.

We would remind those readers who are new to the sport that there is only one strength of automatically-operated inlet-valve spring from which you can secure good all-round results. Every mile you travel tends to slightly further weaken the spring you have in use. Consequently, replace in time if you wish to keep speed and power up to the mark. Failing a supply of suitable springs from the maker of the engine, a good tip is always to fit a spring as strong as can be used without impairing easy starting and slow running. A little experimenting in this direction may yield surprising re-sults. For very high engine speeds use a short, strong, well-tempered "buffer" spring, occupying the annular space between the true valve spring and the guide, and of a length allowing the valve to open quite 1-16 inch before the cap comes into contact with its free end. 38

Ernest Johnson, of Jamestown, N. Y., riding a 23/4 Indian, recently established a road record for the route between Jamestown, N. Y., and Sugar Grove, Pa. The distance is about eleven miles of mountain road, and Johnson covered it in twenty-five minutes. .38 ...

Rochester, N. Y .- The S. S. Siffling Company has obtained a contract to build a one-third-mile lap track near Seneca Park. The track will be built of boards, and will be of the saucer type. The grandstand will be 600 feet long, and will seat 25,000 persons.



## EXCITING COMPETITION CHARACTERIZED MEET AT POINT BREEZE TRACK.

Fast riding and exciting finishes kept 3,000 spectators spellbound at the Philadelphia Motorcycle Trades Association race meet at Point Breeze track October 30. In every event there were brushes and close contests that brought the crowd to its feet cheering time and time again.

The 25-mile open was the star attraction of the meet. Goerke, on a 7 h. Indian, took the lead at the start, closely followed by a number of others, and the first mile was finished with the riders in a bunch. At ten miles Goerke, still leading, started to set a terrific pace, followed by Tuebner on a Merkel. Tuebner fought hard for first place,

Tuebner fought hard for first place, and was gaining when, on the twelfth mile, he was forced to retire because his chain broke. It looked as if Goerke would walk away with first place without any trouble, until Bush, who was also on a Merkel and running in fifth place about a half mile behind Goerke, began to increase his speed.

Bush rode a game race and rapidly drew up to the front, until on entering the sixteenth mile he was in third place. With his cycle going at full speed he started to take the lower turn, about

E. Lytle, one of Denver's premier riders, established a record of 37 seconds for the half-mile circular track at Roswell Park, in the races held Oct. 30 under the auspices of the Excelsior Club. G. R. Boyd, also of Denver, won the honors in the two-cylinder events, and did some of the best riding of the afternoon. One of the most spectacular events was the 10-mile open race, which was won by A. W. Stratton, of Denver. The summaries:

Ten-mile open for singles—A. W. Stratton, Excelsior, Colorado Springs, first; A. S. Morgason, Merkel, Denver, second. Time, 14.28. Twenty-mile handicap—"Slivers" Boyd. Indian, Denver, first; E. Lytle, Merkel, Denver, second. Time, 25.45. Ten-mile handicap—"Slivers" Boyd, Indian, Denver, first; Victor Doyle, Colorado Springs, Indian, second. Time, 12.07. Five-mile stock machines—D. C. Warren, Harley Davidson, Denver; Frank Stratton, Excelsior, Colorado Springs, second. Time, 8.25.

Springs, second. Time, 8.25.

A movement is now afoot to organize what may be called a metropolitan club circuit. The plan, already inaugurated by the New York club, is to have each organization appoint a committee of three, of which the president and secretary shall be members, to confer with

100 yards behind the leader, when he struck a treacherous gully that had worried the riders throughout the race.

The wheel skidded across the track and he flew over an embankment at top speed. He was thrown more than thirty feet in the air and crashed through the fence. When picked up he was unconscious and was hurried in an automobile to the Methodist Hospital, where it was found he had sustained a fractured nose and two broken ribs.

Goerke finished first without further trouble in 27.254/5. H. Klebes, a Philadelphia boy, riding a Reading Standard, was second, and R. Seymour, on the same kind of a machine, third.

Klebes won the five mile for the Championship of Philadelphia on a 4 H. Reading Standard in 6.8.

The novice race was fast and exciting. Martin, on a Reading Standard, took the lead after a poor start and kept it for three miles, when Albertson, on a Harley-Davidson, passed him.

The one-mile trial for the track record was won by Klebes. The time announced for his lap was 59 1/5 seconds. Seymour covered the distance in one minute. The summaries:

similar committees of other clubs to the end of doing away with the petty jealousies which have heretofore impeded the progress of the sport in these parts, and to unite all the clubs in one mainly to work for the best interests of motorcycling in New York and its immediate suburbs. An endeavor will be made to interest, besides the New York club, the Harlem, Concourse, Metropolitan, Linden and New Jersey clubs. Those behind the movement are confident that they will achieve the success of which such an effort is deserving.

Eight participants scored perfectly in the first annual reliability run conducted by the Pasadena, Cal., Club. The run was through Pomona, Corona, Riverside, Redlands, San Bernardino and several minor towns, the distance being Five-mile novice race—S. Albertson 4 H. Harley-Davidson, won; J. Martin, Reading Standard, second; H. H. Kirkpatrick, 3½ H. Indian, third. Time, 7.00 3/5.

Ten-mile single cylinder—R. Seymour, 4 H. Reading Standard, won; W. Tuebner, 4 H. Merkel, second; A. Klein, 4 H. Reading Standard, third. Time, 11.11 1/5.

Ten-mile 61 cubic inches, open—Walter Goerke, 7 H. Indian, won; H. Klebes, 7 H. Reading Standard, second; W. Tuebner, 7 H. Merkel, third. Time, 10.15

Five-mile, thirty and one-half cubic inches—H. Klebes, 4 H. Reading Standard, won; L. Steinhauser, 3 H. Bradley, second; A. Klein, 4 H. Harley Davidson, third. Time, 6.08.

Twenty-five mile open—W. Goerke, 7 H. Indian, won; H. Klebes, 7 H. Reading Standard, second; R. Seymour, 6 H. Reading Standard, third. Time, 27.25 4/5.

Time trials, one mile—R. Seymour, 6 H. Reading Standard. Time, 1.00. H. Klebes, 7-H. Reading Standard. Time, 1.59 1/5. W. Goerke, 7 H. Indian. Time, 1.03, 1.01.

147 miles and the schedule calling for an average speed of 20 miles an hour. Those who were awarded perfect score prizes were the following: C. A. Basore, 4 Excelsior; Guy Henry, 5 Indian; Edward Loudenclos, 6 R.-S.; Frank Revo, 3½ Indian; Christopher Keppner, 2¾ Indian; Crark Burnham, 2¼ Indian; Clyde Cook, 6 R.-S. The club was organized May 29, of this year, and has now a membership of 51. Its officers are: President, Clifton Teague; Vice-President, Christopher Keppner; Secretary, John Breiner; Financial Secretary, John Breiner; Financial Secretary, Hardin. Trustees, Frank Revo, Clark Burnham and Clyde Cook. The organization has a club house of its own, situated on the corner of S. Fair Oaks avenue and Palmetto street.

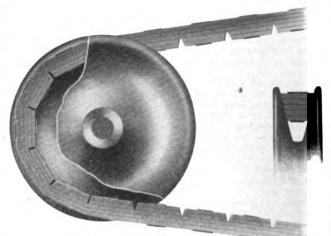


The Milwaukee Club is now in possession of new quarters in a splendid situation, right in the heart of the city, namely, corner Second and Grand avenues. This club is one of the most enterprising in the Northwest, having largely increased its membership during the past year and having accomplished not a little towards forwarding the best interests of motorcycling.



A Group of Thor Enthusiasts in Front of the Thor Home in Chicago.

# SHOEMAKER MOTORCYCLE BELTS



Resist the action of water, oils and gases and are not affected by atmospheric and climatic conditions.

Require no dressing of any kind.

Write for Booklet and Prices



It will transmit the greatest possible percentage of power.

It has greater tensile strength than any other belt.

It will stretch less than any other belt.

It will outwear any other belt.

It will not slip when wet.

three rows waxed thread

It is the least expensive because it will wear the longest.

It is the only belt that will give a Motorcycle OWNER the full measure of power, utility and pleasure expected from his machine.

### MADE OF "BEAVER" LEATHER

TANNED FROM SELECTED, IMPORTED HIDES BY A NEW SECRET PROCESS THAT PRODUCES A PLIABLE BUT EXCEEDINGLY TOUGH, LONG-LIVED LEATHER

BY THE

# APEX BELTING COMPANY

242 Chestnut Street
PHILADELPHIA, PA.,
U. S. A.

# THE SHOEMAKER NON-STRETCHABLE FLAT MOTORCYCLE BELT

Manufactured to meet the demands of those who prefer a flat belt drive Requires no belt dressing, will not stretch, is strong, pliable and durable.

Not affected by water, oils, gases or climatic conditions. Constructed of two plies of "BEAVER" leather with a ply of non-stretchable razor strop webbing in the center, all cemented together with a waterproof cement, and stitched through with

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### MINNEAPOLIS TRI-CAR GIVES GOOD SERVICE.



Among the growing number of these who know how to enjoy the beauties of tri-car riding are B. L. and Mrs. Kim-per. of Perham, Minn., who appear in the above picture, together with a cousin of Mr. Kimper, on a tandem attachment. This is a pretty good load for one machine, but the Minneapolis

two-speed twin "stands" bravely for it all. Mr. Kimper writes that while he makes no regular practice of carrying three people on one machine, he has done so without the slightest trouble on several occasions, having climbed some pretty stiff hills with his mount carrying four hundred pounds weight.

### DR. THORNLEY NAMES F. A. M. OFFICIAL REFEREES.

Dr. J. P. Thornley, Chairman of the F. A. M. Competition Committee, has just made public the following partly complete list of official referees:
Philadelphia, Pa., William G. Rhodes,

Philadelphia, Pa., William G. Rhodes, 19th and Oxford streets, Philadelphia, Pa. Wichita, Kan., Fred W. Hockaday, Wichita, Kan. New York and New Jersey, H. C. Page, Newark, N. J.; George E. Post, care of Palisades Automobile Association. 310 Lewis street, Union Hill, N. J.; Earle L. Ovington, 130 West 84th street. New York City, and R. S. Morton. 845 Greene avenue, Brooklyn, N. Y. Indiana, G. H. Hamilton, care of G & J Tire Co., Indianapolis, Ind. Chicago, Ill., Frederick B. Hart, 233 Randolph street, Chicago III, San Antonio, Texas, R. H. Hofheinz, 220 East Com-

merce street, San Antonio, Texas. Grand Rapids, Mich., R. O. Chipman, Grand Rapids, Mich., R. O. Chipman, Grand Rapids, Mich. Springfield, Mass., Robert Ellingham, Springfield, Mass. Lorain, Ohio. Dr. A. M. Webster, Lorain, Ohio. Buffalo, N. Y., Dr. Charles Berrick, Buffalo, N. Y. Wilmington, Del., Jos. Simmons, corner, Front, and Tatagal streets. talo, N. 1. Wilmington, Del., Jos. Simmons, corner Front and Tatnal streets, Wilmington, Del. Baltimore, Md. C. R. Closterman, 323 North Calvert street, Baltimore, Md. Richmond, Va., Dr. H. W. Bassett, Richmond, Va. Minneapolis, Minn., S. H. DeLong, 1134 Central avenue, Minneapolis, Minn. Los Angeles, Cal., Charles Fuller Gates, care of Pacific Motoring, Los Angeles, Cal.; C. R. Kittle, 116 East Seventh street, Los Angeles, Cal. Dr. Thornley is determined to name men who are dependable and fair.

Chris. Weitzel has been selected to pilot the Dayton Club through the coming year. He has been an enthusiastic worker in motorcycle circles ever since the organization of the club and his selection as president was a most popular

The Dayton Club has already attained a great deal of success. Some of the highest class motorcycle races held in the country this year were conducted at the fair grounds by the local organization which has come to be recognized as one of the strongest in existence.

Weitzel will endeavor to keep up the

standard of the club during his reign as president. He expects to hold some big meetings at the club rooms during the winter and to get an early start for race meets to be held next summer.

The city of Topeka, Kan., now requires every rider to register his machine, and to have affixed to it an aluminum tag bearing the registration number.

The New Jersey Club is arranging to hold its final race meet in Olympic Park. Newark, N. J., on Thanksgiving Day.

### SPENCER'S OFFICIAL RECORD.

Dr. J. P. Thornley, chairman of the F. A. M. Competition Committee, has authorized an increase in the 24-hour record established by Charles S. Spencer at Springfield recently. In view of the fact that each lap measures seven feet eight inches over the mile, the corrected official record is 1,093 miles, 1,511 yards.

### LUBRICATION OF CHAINS.

For lubricating chains, I offer a recipe which has given satisfaction. Having removed the chain from the machine, wash it thoroughly in gasoline, being careful to remove all particles of dirt and grit. After proceeding in this manner, take the chain, when thoroughly dry, and put it into a pot or pan containing lard or butcher's fat, heated to a liquid state, and let it remain for about two hours. Then take the chain and hang it directly over a pan that will receive the surplus drippings, and I am sure you will have a noiseless and easy running chain.

A CLUB ON LONG ISLAND. New York.

At the regular bi-monthly meeting of the Long Island Club, held at its head-quarters, 37 Vernon avenue, Long Island City, Nov. 7, an election of officers was held with the following result: President, Arthur C. Klages; vice-president, Charles Gormley; secretary and treasurer, Edwin Harrison; captain, Jeck; lieutenant, R. Tunnell. L. I. M. C. is a thriving little organization, every member being an enthusiast. As this is the only organization in Long Island, its purpose is to enroll every rider east of Brooklyn, and those who are not already members are requested to correspond with the secretary. The picture published herewith shows four members of the club, among them Miss Rose H. Johnson, the only rider of her sex on the Island.

### A CLEVER DEVICE.

The accompanying photograph illustrates an attachment contrived by Victor Paxson, of South Bend, Ind., to make the starting of an engine easier, especially in cold weather. It consists of a small auxiliary gasoline tank, fastened to the frame and connected by a piece of tubing—and jet-cock—to the pipe leading from the carbureter to the engine: so that, by allowing a little gasoline to run down on the top of the intake valve the motor is started very readily.



### THE NEW PIERCE SINGLE.

THE Pierce line for 1910 will comprise two models, the four-cylinder, improved over the 1909 construction, and a new single-cylinder machine. Each has been designed and built to supply a certain class of demand; both are of that quality only achieved by the use of fine material and the best workmanship.

### The Improved Four-Cylinder.

The most notable improvement offered in the 1910 four-cylinder model is the addition of two-speed and freeengine contrivances. The sliding gear, the type universally used in automobile the type universally used in automobile building, has been chosen. The gear ratio is 4½ to 1 on the high speed and 7½ to 1 on the low speed. The gears are shifted by a lever attached to the left side of frame within convenient reach. The same lever which shifts the gears controls the clutch, which in turn progress or valesces the water.

engages or releases the motor.

The cylinder dimensions of the new model have been increased from a bore of 23-16 ins. and a stroke of 21/4 ins. to a bore of 27-16 ins. and a stroke of 2% ins. This is an increase of one-third in the cubical displacement. To comport with the increased dimensions the flywith the increased dimensions the fly-wheel will have 1½ ins. more diameter. The minor changes include a slight al-teration in the oil base so as to elimi-nate any possibility of the pump not being fed. All bearings are fitted with removable bushes, made of Parson's white brass. The crankshaft is hardened and drop-forged connecting rods are used.

### The New Single-Cylinder.

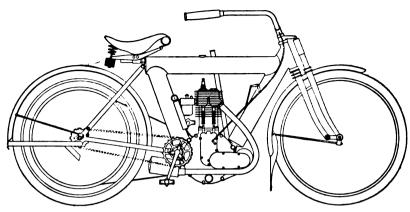
After exhaustive experiments the Pierce people offer for 1910 a single-cylinder motorcycle. This machine will embody many of the scientific principles of construction comprised in the fourcylinder; for instance, the large-size tubing, combining frame and tanks, will be utilized, and no change will be made in the front forks. The Bowden wire control will be used on both machines.

There are, of course, some radical differences: a one-cylinder motor replaces the four, and belt transmission is subthe four, and best transmission is sub-stituted for shaft and gears. The mo-tor is ball-bearing, and owing to the excellence of construction, the judicious distribution of weights and the minute care exercised in the design throughout, this new model runs with a notable ab-

sence of vibration.

One of the features of the machine is its admirable simplicity, both in appearance and control. Its lines are most sightly; the control is centered in the grips. The free engine effect is se-cured by using an idler on the belt. This cured by using an inter on the bett. This is shifted by a lever on the left side of the frame. The belt is flat and is made of the very best weather-proof stitched leather and, being of good thickness and width, very little belt trouble need be apprehended.

The cylinder dimensions are large, being 31 in. bore by 4-in. stroke, which gives a motor with five-horsepower. With these dimensions, particularly the long stroke, the machine, while not built for racing, will be capable of 60 miles per hour speed.



Specifications of the Two Pierce Machines.

Four-cylinder.

Single-cylinder.

Price . . . . . . . . . \$350. \$250. Motor......Air-cooled. Stroke......23%-in. Bore.......27-16 ins. Air-cooled. 4 ins. 31/2 ins. Horsepower...Six to seven. Five. Carbureter... Breeze. Breeze Control......Grip; Bowden wire. Grip; Bowden wire. Muffler . . . . . . Pierce. Pierce. Frame..... Seamless tubing. Seamless tubing. Forks...... Double spring with Pierce hygienic Double spring with Pierce hygienic cushion. cushion. Wheels.....28-in.

Wheel base . . . 60 ins. 54 ins. Transmission Two-speed sliding gear with free Flat belt with free engine.

engine. Brakes...... Corbin hub brake and Pierce hand Corbin hub brake.

brake. Tires......2½-in. detachable.

Ignition..... High-tension magneto. Valves ...... Mechanically operated, inlet and Mechanically operated, inlet and exhaust.

Oiling system....Force feed by gear pump. Splasi Clutch..... Multiple disc, friction, steel plates None. against bronze; adjustable.

Speed..... Six to sixty miles. Frame

height.....19 ins.; from saddle to ground, 20 ins.; from saddle to ground, 32 ins.

28 ins.

21/2 in. detachable. High-tension magneto. exhaust.

Splash.

Six to sixty miles.

32 ins.



Zimmerman Brothers, 26 Van Ness avenue, San Francisco, Cal., have taken up the N. S. U. agency for San Fran-cisco and its immediate vicinity.

æ Washington, D. C.—The Excelsior is now handled here by P. M. Corr, 818 Ninth street. N. W., who has been quite successful in promoting the interests of the Chicago concern.

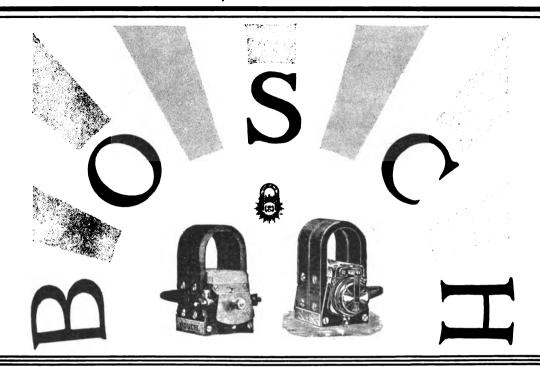
The Empire Tire Company of Trenton, N. J., exhibited at the Atlanta Show a new tire, designated as the checkered tread, and designed to be one of the best non-skidding devices ever offered to the trade. The tire is of the same heavy molded construction which this company has

same heavy molded construc-tion which this company has used during the past year with such excellent results.

John Baltazor, of Aurora, Ill., has sold his business to Charles and Lee Schon.

The addition which the Harley-Davidson Motor Company is making to its factory in Milwaukee is now nearing completion. The extra space will permit of an output of 3,000 machines during 1910. The business has grown so rapidly as to necessitate an increase of \$65,000 in the company's capital stock.

Jackson, Tenn.—The local N. S. U. agency has been obtained by Baxter & Robinson, 115 Shannon street.



# Bosch Magnetos The World's Standard Ignition System

Just as the Bosch Equipped Motor Cycles have won great victories in recent months and established great World's Records, so the Bosch Magneto in other fields has dominated and won the magnificent triumphs.

The following Automobile Races were won by Bosch Equipped Cars during October:

THE FAIRMONT PARK RACE

National Stock Car Chassis, 200 miles, won by Bosch Equipped SIMPLEX.

BRIGHTON BEACH 24 HOUR RACE

New World's Record of 1196 miles established by the winning Bosch Equipped LOZIER.

PORTOLA RACES (Held during Portola Week, Oct. 19-23, San Francisco)

Winner of Class I, 148.26 miles; Class II, 211.08 miles; Class III, 254.16 miles, all Bosch Equipped. Every Car that finished was also equipped with a Bosch Magneto.

### VANDERBILT CUP RACE

The Cup winner ALCO was Bosch Equipped as was the FlAT, which took second place and was the only other Car to finish. Of 15 starters 11 were equipped with Bosch Magnetos.

Wheatly Hill Trophy won by Bosch Equipped MARMON and Massapequa Trophy by CHALMERS-DETROIT.

Such triumphs and the Satisfactory Efficiency of each of the 300,000 Bosch Magnetos in use are factors that have made Bosch Magnetos the Standard Ignition System of the World.

### BOSCH MAGNETO COMPANY

223-225 West 46th Street, NEW YORK

Chicago Branch: 1253 Michigan Avenue

San Francisco Branch: 357 Van Ness Avenue

### THE NEW PIERCE SINGLE.

THE Pierce line for 1910 will comprise two models, the four-cylinder, improved over the 1909 construction, and a new single-cylinder machine. Each has been designed and built to supply a certain class of demand: both are of that quality only achieved by the use of fine material and the best workmanship.

### The Improved Four-Cylinder.

The most notable improvement offered in the 1910 four-cylinder model is the addition of two-speed and free-engine contrivances. The sliding gear, the type universally used in automobile building, has been chosen. The gear ratio is 4½ to 1 on the high speed and 7½ to 1 on the low speed. The gears are shifted by a lever attached to the left side of frame within convenient reach. The same lever which shifts the gears controls the clutch, which in turn engages or releases the motor.

The cylinder dimensions of the model have been increased from of 23-16 ins. and a stroke of 24 ins. a bore of 27-16 ins. and a stroke of ins. This is an increase of one-time the cubical displacement. In the cubical displacement of the cubical displacement of the with the increased dimensions wheel will have 1½ ins. In the minor changes include the teration in the oil base so the contract of the cubical displacement of the cubical displacement. The minor changes include the teration in the oil base so the contract of the cubical displacement of the cubical displacement. The cubical displacement of the cubical displacement.



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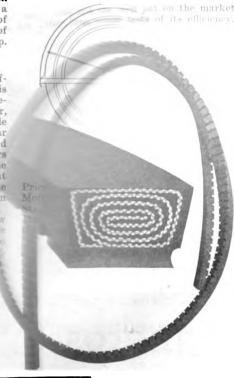
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Aberdeen, N. D.—As an index to conditions in the Northwest, it is interesting to note the fact that Bushnell Brothers, R. S. agents here, have purchased a big plot of ground upon which they will build a \$10,000 structure, to be devoted exclusively to the conduct of their motorcycle and bicycle business.

Although the Reading Standard has been handled by the firm only since spring, its territory, which includes the two Dakotas, it is pretty well acquainted with the merits of the machine. The partners are good advertisers, and they have personally visited many towns in the two States, carrying the gospel to an eager people, judging from the growth in popularity of the machines. They have traveled about 15,000 miles over the two States aboard their wheels, and made friends for them everywhere.

Mr. C. Brown, of the Brown & Barlow Company, Ltd., Birmingham, England, recently sailed from this country with orders for several thousand earbureters, divided among three firms. He spent a few months over here and investigated the motorcycle situation in the Eastern half of the United States and in Canada. The carbureter he offered the American trade has, according to him, many extremely valuable features, which Mr. Brown says are not found in the American carbureters.

Joseph Glanz, of 379 Capitol avenue, Hartford, Conn., has sold 300 bicycles this season. He has a large store, with good repairing facilities, owns the building, and is looking for an agency.

The traveling sales representative of the Consolidated Manufacturing Company, Toledo, O., in New England is now W. N. Lindsay, whose headquarters are at Andover, Mass.

The bore and stroke of the 4 and 7 h. Indian models for 1910 are 3¼ and 3 43.64 inches respectively, and not as stated in our Nov. 1 issue, in which, owing to a transposition of figures, a slight error was made.

The capital stock of the Ajax-Grieb Rubber Company, of New York and Trenton, N. J., has been increased from \$400,000 to \$1,000,000. This concern is about to add motorcycle tires to its product.

One of the live wire dealers in the Buckeye State is D. K. De Long, who handles the Indian in Chillicothe, Ohio. De Long has managed three successful race meets this summer, at the last of which 7,000 spectators were present.

The Standard Co., of Torrington, Conn., is doubling up their plant. R. F. Kiefer, who has just returned from a big road trip, sold the two Standard specialties, the rubber pedals and the spark plug.

H. F. Mesinger has just returned from an extended trip fetching back with him to the New York factory a book-full of motorcycle saddle orders. One of them was for 1200 saddles for a well-known concern, who will put out a 1910 single.

A lightweight machine is about to be produced by the makers of the American, The American Motor Cycle Company, 1354 Wells street, Chicago. An announcement of its specifications will soon be made in these columns.

The Duckworth Chain and Manufacturing Company, Springfield, Mass., has built an addition to its plant that will make it possible for this concern to double its output of chains next season. The Duckworth people are the pioneers of the motorcycle chain industry in this country.

P. C. Beamer, whose genial personality brightens the photo herewith, is the Indian agent in Hilo, Hawaii, where motorcycling is rapidly gaining in popularity. The Japanese in the foreground is the first one of his race to ride in the Sandwich Islands.

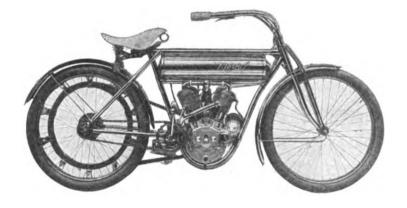




Mr. Agent, we have the 1910 proposition! The only spring frame and fork—the only device that positively takes up the jar and smooths out all roads.

A proven Ball Bearing Motor that gets there with the leaders (Note records). An eight years' reputation for making everything a little better than seems necessary. Increased manufacturing facilities that will more than double our output.

We have a little unoccupied territory. Glad to forward catalog.



MERKEL-LIGHT MOTOR CO., Pottstown Pa.



### WITH THE MAKERS AND SELLERS

In connection with the annual exhibition of the Boston Automobile Dealers' Association, to be held in Mechanics' Building, Huntington avenue, Boston, March 7-12, General Manager Chester I. Campbell has arranged a motorcycle department which will be in every way most satisfactory and which will be decidedly appreciated by the exhibitors and visitors as well. The department will be located on the second floor in the space that has in past years been a cafe, close to Paul Revere Hall. This department is large, and it is to be entirely given over to the motorcycle displays, while, should there be an overflow, it will be into that section which passes across the building to the Huntington avenue front, and is directly reached from Paul Revere Hall.

No portion of the building is visited by a larger number, and with a complete department, adjacent to the accessory and specialty displays, conveniently reached, the motorcycle manufacturers will have fine provision made for them. The department is to be exclusively for motorcycles, and if the area is not sufficient, there will be equally good location for all. In previous years the motorcycles have been shown in the basement, where the visitors were comparatively few and where the opportunities for showing were not at all that could be desired.

\* \*

The American Motor Company of Brockton, Mass., recently started to build an addition of 100 by 50 feet, two stories high, to its present factory. Notwithstanding the fact that the new structure will provide 10.000 square feet of floor space, the company announces that it will soon be necessary to construct another large extension.

Orders have recently been placed for four Potter & Johnson automatics, twenty-seven Clevelands, four grinders and a number of special tools. For 1910 the factory will be operated under an extremely accurate system of gauges. Every piece in the M.M. product will have to pass through three sets of limit gauges, and the final inspection gauge will permit of a variation on ground work of only one-quarter of a thousand, and on ordinary screw machine work, three-quarters to one and one-half a thousand. This insures absolute interchangeability, and positively prevents any inaccurate part entering into the construction of the 1910 M.M.'s.

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The Badger Brass Mfg. Co. has obtained a final decree sustaining letters patent, No. 841799, dated January 22, 1907, granted to George Maris and LaSociete Besnard, Maris and Antoine, of

Paris, France, for improvements in lamps and headlights. The suit was brought against Herman Saxon, at New York City, in the Southern District of New York, and it was decreed that the letters patent "were good and valid letters patent"; and that the defendant, Herman Saxon, "infringed upon the said letters patent and upon the rights of the complainants herein by selling within the Southern District of New York, Southern Division, and elsewhere lamps made under and in accordance with the claims of said letters patent." The usual perpetual injunction was granted against Herman Saxon and his agents.

The Badger Brass Manufacturing Company will prosecute any infringers of this patent.

**J** 

W. J. Walker & Company, the Danvers, Mass., hardware dealers, had two unique exhibitions at their store during the recent merchants' carnival. In their display window was a Reading Standard motor of 3½ horse power in operation, connected by electricity, showing the inside workings of the machine; while inside the store Mr. Walker and his assistants kept the crowd interested at intervals by a bicycle race on rollers, riding Tribune machines at full speed. Mr. Walker reports that the exhibit made a big hit, and proved to be the finest advertisement the concern has ever had.

According to Joseph Holle, the San Francisco agent for the Harley Davidson, the Pacific Coast market prospects

are better than ever.

"We can sell all of the Harley-Davidson machines we are able to get from the factory," said Holle, "and with the rapid increase in the demand all along the coast we will not be able to supply the market. The facility with which a person can cover ground on a motorcycle, and at the same time incur less than half of the expense which attaches to the operation of an automobile, is one of the reasons why there is such a demand for the two-wheeled machines. The motorcycle industry is just in its infancy, and with the enlargement of all of the Eastern factories the selling of these machines will soon become as important in the country's industry as the motor car trade is today."

**36** 36

Eight machines, showing five distinct models made up the interesting exhibit of the American Motor Company at the recent Motor Show in Dallas, Tex. One of the machines on exhibit was specially prepared for show purposes. Sections of the cylinder and other working parts had been cut away so that every detail

of construction was shown. The M. M. exhibit occupied a large space, being larger than that of many of the automobile exhibitors.

The exhibit was in charge of R. A. Pickens, of the American Motor Company of Texas, who has done remarkable work since the establishment of the M. M. branch in the Lone Star State.

**)** 

The Buckeye Motor and Cycle Company of Akron was incorporated at Columbus a few days ago with a capital of \$5,000. The company is composed of Lucius B. Lyman, Edwin C. Gammeter, A. L. Bertel and Mark Metzger. The new company has leased the first floor of the Kubler and Beck block, 262 South Main street, and have signed contracts for the Indian and Merkel agencies.

A large stock of bicycles and motor-

A large stock of bicycles and motorcycles has been ordered and will arrive during the winter. An up-to-date repair plant will be installed and the company expects to be in full operation before Feb. 1.

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A few days ago W. J. Caldwell, Jr., of Newburgh, N. Y., sold a 1909 3½ h. belt drive Indian to James R. Decker, Port Jervis, N. Y. Mr. Decker is so unfortunate as to have lost his left arm at the shoulder. Accordingly Caldwell arranged the throttle so as to be worked by a little lever with the left foot, and Mr. Decker reports that he is riding the machine daily and thinks it is the greatest sport he ever enjoyed. Motorcycling is very popular in Newburgh, and Caldwell has already booked a number of 1910 orders.

The Model Automobile and Motorcycle Company is the name of a new concern which has just opened for business at 444 Monroe avenue, Memphis, Tenn. Mr. J. A. Huntzicker, who for the past few years was head machinist for H. A. White & Company, is in full charge and all repair work will have his personal attention. The concern handles the N. S. U.

The N. S. U. Motor Company has just established agencies in the following places: New Orleans, La., P. Kearney, 614 N. Basin street; San Francisco, 2immerlin Bros., 26 Van Ness avenue; Fresno, Cal., Joseph Arkell, 1836 Tulare street, Houston, Texas, A. F. McClellan.

The Diamond Rubber Company, Akron, O., which, as already announced, is preparing to turn out a motorcycle tire, has just advised this paper that it is not yet ready to give out complete details, but will do so in the near future.

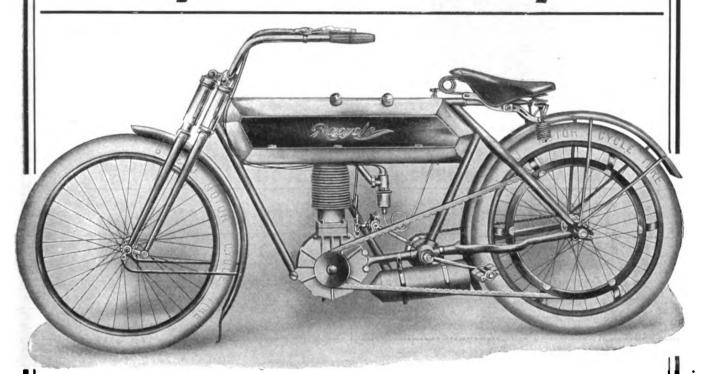
### DUCKWORTH MOTORCYCLE CHAINS ARE THE STANDARD

Insist on Duckworth Chains Investigate Duckworth Repair Links



The Duckworth Chain & Mfg. Co. Mill St., Springfield, Mass.

# HERE IT IS! The 1910 Racycle Motorcycle



### The Motorcycle That IS a Motorcycle

Note the Beautiful Lines of the Frame! Note the Comfortable Riding Position! Note the Low Frame Construction!

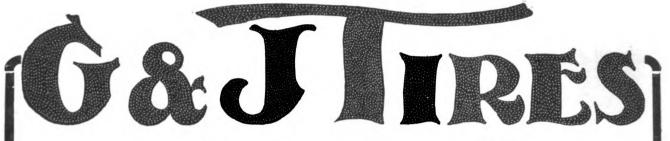
Four Horsepower Engine impo Emergency Gasoline Tank improved i

imported English Carburettor improved Musselman Coaster Brake

Write for full particulars and agency proposition.

Closing agencies everywhere every day

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio





G & J Corrugated Tread



G & J Bailey Tread

# The Choice of All Experienced Motorcyclists The Most Profitable Tires for the Dealers to Sell

In the last F. A. M. Endurance Run over 65 per cent. of the riders used G & J Tires. None of these riders experienced any tire trouble whatsoever—most of them came through the entire run without even pumping up their tires after they left Cleveland.

Look up the Motorcycle Speed Records and you will find that all have been won on G & J Tires.

Go to the Motorcycle dealers and you will find that all the prosperous and up-to-date dealers are handling G & J's and are recommending them to their customers. The dealer handling G & J Tires has a big advantage over his competitors who sell other makes.

Practically 90 per cent. of all the Motorcycle riders use G & J Tires and come to the G & J dealer when they need new tires—in other words the G & J dealer has 9 possible customers to the other fellow's one.

The G & J dealer is never troubled with complaints or dissatisfied customers, for every G & J Motorcycle tire gives the user the kind of service that satisfies—in other words every rider gets the full value of his money when he uses G & J Tires.

Order your new Motorcycle Equipped with G & J's.



# Here is the M. M. "4"

Compare it in minute detail with any motorcycle you have ever seen, regardless of where it is made or what the price is, and you cannot fail to be impressed with the splendid motorcycle value that sticks out all over it. Compare it all the way through—dig down to the smallest detail, don't rest judgment on the larger and more prominent features alone. Note the compactness of the power plant, the solid, substantial appearance of the entire machine, its pleasing lines, the simplicity and freedom from complicated design, the get-at-ableness of every part. You are to be the judge and jury. If the M. M. "4" is not all, and more, than you can buy anywhere else, at any price, then we lose.

Reconstruct in your own mind your ideal motorcycle. Then get our descriptive matter on the M. M. "4" and see how it compares with the machine you want. The M. M. contains the features riders are clamoring for. We have asked hundreds of enthusiasts to give us their ideas of "a perfect motorcycle" and we have built every practical suggestion we got into the new M. M. "4." It incorporates your ideas. It is the machine that will fill your wants. It will go the route, day after day, month after month, through all kinds of good, bad and indifferent going. It is the touring motorcycle par excellence—the very best road machine that travels on two wheels.

Write now for literature describing this model. If you are not already on the mailing list ask us to send you "Sparks," a little monthly magazine devoted to motorcycling and the M. M.

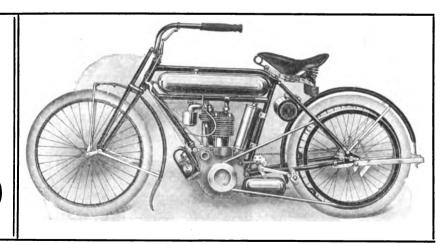
Mr. Agent: We're closing new territory fast. If you want the very best proposition in the motorcycle field talk quick.

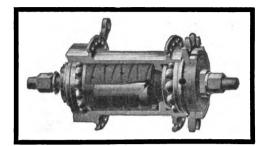
### AMERICAN MOTOR CO., 716 Centre St., Brockton, Mass.

### DISTRIBUTING STORES:

American Motor Company, 218 Clarendon St., Boston, Mass.; Geo. P. Jenkins, 10 W. 60th St., New York City; L. E. French, 895 Main St., Buffalo, N. Y.; G. M. Greene, Mgr. Am. Motor Co., 1536 Michigan Ave., Chicago, Ill.; American Motor Co. of Texas, M. M. Building, Dallas, Tex.; Lincoln Holland, 1034 So. Main St., Los Angeles, Cal.

1910 M. M. 4 H. P. Magneto Single \$225.00





### YOU WILL ADMIT

That it's foolish to ride without a first-class Coaster Brake; and

### YOU WILL AGREE

That all things else being equal, the smaller the brake and the larger the braking surface, the better the finished product.

### YOU WILL BUY

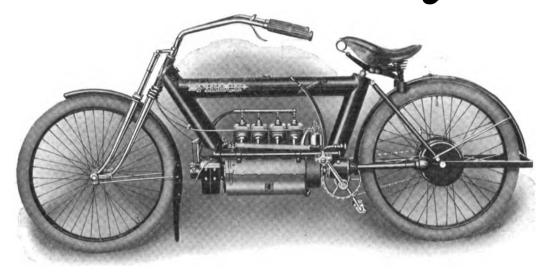
An Eclipse if you are determined to secure the greatest amount of protection in the smallest space. Write for booklet.

### **ECLIPSE MACHINE COMPANY**

Licensed Coaster Brake Manufacturers **ELMIRA, N. Y.** 

FIRST 1910 ANNOUNCEMENT

# Pierce Motorcycles



TWO SPEEDS IN THE 4. LONG STROKE IN THE SINGLE.

### FOUR CYLINDER

Our Four Cylinder Motorcycle for 1910 is considerably in advance of the 1909 Model. The most notable improvement is the addition of the two speed and free engine contrivances. Sliding gear transmission with shaft and gears is used. More horsepower and even greater simplicity than in last season's model. Improved oiling system and several minor changes.

### SINGLE CYLINDER

After much experimenting we are offering to the trade for 1910 the first Pierce Single Cylinder Motorcycle. It is as carefully constructed as the Four Cylinder, but on account of the simpler motor and transmission we are able to offer it at a price that will compete with all other Single Cylinder Motorcycles. Pierce design and quality throughout. More than usual horsepower. Remarkable for smooth and efficient running.

THE PIERCE AGENCY for 1910 is an asset well worth having. If you are a dealer, regularly in business, we invite correspondence on our propositionl: "The Agency that Pays."

1910 Advance Catalogue now ready :: :: Sent to anyone on request

### THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

Pacific Coast Branch, Oakland, Cal.

### MOTORCYCLE MART: IT SELLS THE STUFF.

One time, three cents a word; twice, two cents a word each insertion. If printed in bold type, five cents a word. Agents' cards, five cents per word, if published once; oftener than that, three cents per word each insertion. No advertisement for less than fifty cents. Cash with order, always.

### DOES MART ADVERTISING PAY? IF IN DOUBT, READ THIS:

"We wish to write a word of appreciation of the splendid results we have obtained from the small Mart advertisement we placed in your er. We have sold the specialties we advertised, all the way from Maine to California, and as far south as Texas.
"M. M. BRANCH,

"Buffalo. N. Y.

"L. E. French, Mgr."

### FOR SALE OR EXCHANGE

A GOOD OPPORTUNITY to secure 1909 twin Indian, Bosch magneto, for \$190. E. N. B., No. 13 East Street, Bound Brook, N. Y.

FOR SALE.—1909 3½ h.-p. M. & M. Magneto, special extras; will guarantee. Make offer. W. Goodrich, Potsdam, N. Y.

FOR SALE.-Well-equipped, 1908 Armac; new engine; extra tires, etc. Worth \$150, but will accept first reasonable offer. Chas. H. Rennie, 717 W. 87th street, Chicago, Ill.

WANTED.—Situation by well-known English competition rider, as demonstrator, agent, manager, or inquiry follower-Would accept \$18 to commence. Simpson, 3724 N. 6th street, Philadelphia, Pa.

FOR SALE.—3½ h.-p. Indian, 1908, torpedo tank, red, tires and machine in A-1 condition; very fast. Reason for selling, have purchased twin Indian. No trades; first check for \$100 takes it. Leman A. Grippin, 439 Broadway, Saratoga, N. Y.

FOR SALE—F. N. four-cylinder new 1909 model in perfect condition. Address Bargain, care MOTORCYCLE ILLUS-TRATED.

FOR SALE.—Brand new 1909 twin cylinder Indian, with Magneto, chain drive; good reason for selling, Maplewood Kennels, Carthage, Missouri.

FOR SALE.—Indian, 5 h.-p. twin, loop frame model, Magneto; in excellent condition; price \$180. Chas. Grow, Oregon, Illinois.

FOR SALE.—1909 single cylinder, 4 h.-p., belt drive Indian, with magneto; new and in first-class condition. Stephen Hyde, Jr., Carthage, Missouri.

FOR SALE.—Reading Standard motorcycle, 1908 model, 3½ h.-p. Speedy and in perfect condition; will demonstrate; price \$125. David Miller, Croton-on-Hudson, N. Y.

FOR SALE.-My practically new 1909 M. M. Magneto Spe-Must have the money at once, so will sacrifice for \$140. William Brewster, 1722 Michigan avenue, Chicago, Ill.

SIXTY-FIVE DOLLARS takes my 'oo Excelsior autocycle, guaranteed in perfect running condition with the exception of tires, which will have to be replaced. Ridden about 600 miles. Lamp, horn, battery ignition; tandem attachment \$5 extra. John C. Kelsey, 557 Worcester avenue, Pasadena, Cal.

FOR SALE.—1909 Harley-Davidson, good order; make reasonable offer. L. F. Bradburn, Canandaigua, N. Y.

### 1910-MESINGER-1910 MOTORCYCLE SADDLES

CAVALRY and STANDARD

H. & F. Mesinger, 1801 First Ave., New York

FOR SALE.-1909 Indian twin, magneto, run thousand miles, perfect condition, lamp, cyclometer, stand and tools; \$200. Bargain. R. D. Beatty, Route 6, Birmingham, Ala.

FOR SALE .- 1908 Indian \$125 machine, \$78. N. E. Ramsey, Lincolnton, N. C.

FOR SALE.—Wagner, 3½ h.-p.; new; tools, tandem attachment, two "Neverout" lamps, horn; cost \$225; \$175 takes it. Guaranteed in good condition. Geo. Beidet, 4505 Clinton avenue, Cleveland, Ohio.

### AGENTS CARDS, ETC.

FOR SALE—New 5-h.p. twin Indian, \$200; second-hand 5-h.p. twins, \$125 up; singles, \$75 up. F. B. Widmayer Company, 2312 Broadway, New York City.

MOTORCYCLES thoroughly overhauled and repaired; agents for Thor and Excelsior motorcycles; supplies and sundries. Brazenor & Ruderman, 849 Bedford Avenue, Brooklyn, N. Y.

M-M and R-S MOTORCYCLES—East End Cycle Co., Highland & Beitler, near Centre avenue, Pittsburg, Pa.

SECOND-HAND M. M. BARGAINS-Exhaust Whistles, Hand Idlers. M. M. Branch, 895 Main street, Buffalo, N. Y.

DISCOVERED-The motorcyclists' best friend on a windy night. A positive stormproof lamp lighter, once used, never without; finest thing in the world for smokers; only 25 cents. Tiger Cycle Works Co., 782 Eighth avenue, New York City.

B. & C. Two-Speed and Free Engine Gears; Ideal equipment for Motorcycles. Bushnell & Cannon, 1268 E. 80th place, Cleveland, Ohio.

WE WILL store motorcycles for the winter for \$5 per machine. Repairs made and parts furnished at reasonable rates. Stamford Motor Cycle Co., Stamford, Conn.

GUARANTEED to give better ignition than any Magneto, and on two batteries at that. THE CARTRIDGE TWO-BATTERY COIL is a marvel of ignition efficiency. Nothing

like is ever produced.

Your entire ignition in the Battery Can, because the CART-RIDGE TWO-BATTERY COIL is just the size of the third battery you don't need. Your coil is out of the way and out of the dirt, your cables are shorter.

You can tell a Cartridge ignition machine as far as you can hear the exhaust. It's clean cut and snappy, giving new life to the machine. Never misses on highest speeds and will run you 1,500 miles on two fresh cells of battery

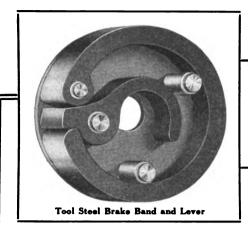
DON'T order a \$40.00 Magneto yet, WAIT and see for yourself and save \$31.50.

List price \$8.50. Discounts to Dealers. CARTRIDGE COIL COMPANY, No. 6 Mechanics Street, La Fayette, Indiana.

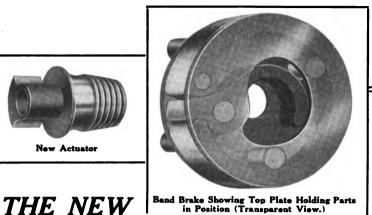
FOR MOTORCYCLES Are Guaranteed Absolutely for 5 Years

Our patented system of Pancake winding explains this, and also be wonderful efficiency of all Pfanstiehl Coils. Three reasons for our great popularity:

Indestructibility Reliability PFANSTIEHL ELECTRICAL LABORATORY, North Chicago, III.







# NEW DEPARTURE

INTERNAL EXPANDING BAND COASTER BRAKE For MOTORCYCLES-THOROUGHLY DEPENDABLE

### BECAUSE IT IS:

POWERFUL---Will stall high powered motors POSITIVE---Responds instantly to back pedal pressure

PRACTICAL---Efficiency has been proved by severe road tests

Will not bind or lock. Will not cut into brake drum Will not "feed up" or drag pedals when coasting Will not fail to operate because of overheating

THIS IS THE BRAKE YOU OUGHT TO HAVE IT IS THE BRAKE YOU WILL HAVE AFTER YOU HAVE LEARNED WHAT IT IS. WRITE FOR FOLDER

The New Departure Mfg. Co., Bristol, Conn.

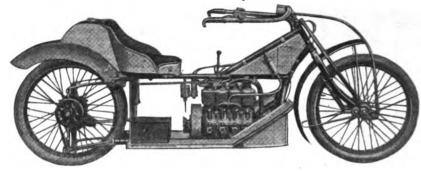
Coaster Brake Licensors

### NEW ENGLISH FOUR CYLINDER BUILT ON TOURING CAR LINES.

The Wilkinson Sword Co., of London, is responsible for the production of an entirely new pattern four-cylinder machine. It is to be known as the 7 h. T. A. C. (touring auto-cycle), and is designed as a luxurious two-wheeled mount built on car lines. The engine has four separate air cooled cylinders, with automatic inlet valves. The crank case is of cast-iron, and halved longitudinally, while in its lower half are situated inspection windows through which the amount of oil in the crank chamber may be seen.

The gear box, which is exceedingly compact, contains three speeds arranged in accordance with the latest car practice, the top speed being engaged by means of an internally toothed wheel, and the permanently meshing gears, being skew cut, totally prevent any noise arising from this portion of the mechanism. The ignition is by high tension magneto working in conjunction with a distributer. The engine is set in motion by means of a long lever operating a bevelled quadrant meshing with a small bevel free-wheel on the forward end of the crankshaft. The

Instead of the usual saddle, a comfortable bucket seat with a back rest is fitted, and under the cushion is a locker Behind the locker is the for spares.



frame is suspended fore and aft on laminated steel springs so designed that any movement caused by the irregularities in the road is absolutely vertical.

petrol tank, which holds 134 gallons of spirit; and while on this subject it is interesting to mention that a consumption of sixty miles to the gallon is claimed by the manufacturers.

### THE RUBBER SUPPLY PROBLEM—FROM THE POINT OF VIEW OF AN EXPERT.

Anent the cost of rubber, Consul-General George E. Anderson, writing from Rio de Janeiro, reports:

"The exports of Brazilian rubber for the year ending June 30, 1909, were almost exactly the same as those for the year ending June 30, 1907, and yet the value of the exports of Brazilian rub-ber in the past year was about 120 per cent, of the value of the crop in 1906-7 and about 187 per cent. of the value of the exports in 1907-8. The entries in Brazil, as measured by the entries at Para, were 38,003 tons in 1906-7, 36,650 tons in 1907-8, and 38,065 tons in 1908-9. Of the shipments for the past year 19,200 tons were for Europe and 19,050 tons for the United States, the stock on hand therefore having been drawn upon to some extent. The visible supply of Para rubber at the beginning of the present season is placed at 3.132 tons, as com-pared with 4.634 tons at the same time the year before.

"The value of the rubber shipped during the past year measures prices for the product which have been without precedent, the range of prices in the past two years being greater than that measured by a similar product in the same

time within modern commercial history. In February, 1908, rubber was quoted at about 66 cents per pound. In July, 1909, before the crop season closed, prices were \$2.10 per pound. It seems to be generally agreed that prices will remain high during the current season. In the first place, it is understood that certain interests have combined to maintain the price. In a general way, also, with products like rubber, which at present depends more or less upon supplies from forest sources, it requires about a year to readjust supplies to demand after there has been an over-supply and a reaction which led to an under-supply.

"The chief element in the situation, however, which is likely not only to lead

### SHOW FIXTURES.

New York .- Jan. 8-15. Manager, Merle L. Downs, 7 East 42d Street, New York.

Chicago. — Feb. 5-12. Manager. S. A. Miles, 7 East 42d Street, New York.

Boston. - March 5-12. Manager. Chester I. Campbell, 5 Park Square, Boston.

to lower prices, but also is reasonably certain to bring about regularity in supplies, and therefore a more permanent price range, is the plantation rubber supply. The supply of rubber from plantations in the Far East during the current year is placed at 4,000 tons by practically all authorities. The actual present acreage in rubber plantations in the Fart at present is placed at form the East at present is placed at from 520,000 to 600,000 acres. The rubber production from such plantations, as they come into bearing, is placed generally at about one ton of rubber to ten acres of plantation. The immediate supply from this source—a supply to be fully realized in the course of three or four seasons-will unquestionably reach from 60.000 to 70.000 tons, or substantially the equivalent of the present world supply.

"If the demand for rubber increases at

the present rate the world ought to be consuming in 1914, say, about 105,000 tons. What the total world production will be at that time is, of course, problematical, but it looks as though plantations would be producing more enough to supply the than

market."

# One-half Actual Size

### The Baby "Breeze" CARBURETER

Motorcycles,

For Motorcycles, made of polished aluminum, small parts of brass, weighs fourteen ounces; small in size, big in results; price ten dollars. Durable, light and strong—a handful only—special connections for popular machines included in price; 80 to 95 miles per gallon under normal road conditions. Write for special literature. Send ten cents for our Engine Trouble Text-book.

Breeze Carbureter Company 266 Halsey St. Newark, N. J.

### 1910-MESINGER-1910 MOTORCYCLE SADDLES

CAVALRY and STANDARD

H. & F. Mesinger, · 1801 First Ave., New York

New Edition-Jest Out Construction Management and Care of Motorycles." Revised and Enlarged 60 Pages--25 Cents Metorcycle Publishing Co.

200 Breadway, New York

### It Takes Experience First-Class Speedomet

Jones built the first one, and he has be improving them ever since. See that you at the Jones Speedometer.

JONES SPEEDOMETER DEP'T, UNITED MANUFACTURERS, Inc. Broadway and 76th St., New York

# The M. M. "4" Is The Machine You Will Want!

There will be one great big holler for "4's" next Spring, and unless you place your order early, right now is the best time, you are sure to be one of the fellows who will have to wait for delivery. We simply cannot deliver our whole output at once, and following the shows we are always rushed to the limit. So, if you would profit by past experience, order now.

Write us for literature describing the wonderful M. M. "4" if you haven't had it already. This machine is the superior of any motorcycle ever marketed. You don't need to take our word for it—just compare it with any machine you have ever seen. Stand them side by side, go through them carefully, dig right down to the most minute details, and if you know motorcycle value you will see it sticking out all over the M. M. "4."

Not only is this machine the very best you can buy at any price, but we've got them coming through now. We'll make deliveries during the latter part of December. So there is no excuse for putting off your purchase till next Spring. You can have a 1910 model by the first of the year if you want it—and we know you will want it when you see the M. M. "4."

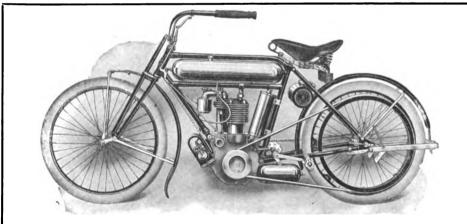
Mr. Agent—We're still waiting to assign some good territory to live men on the best proposition of the year. Do you want some?

### AMERICAN MOTOR CO., 716 Centre St., Brockton, Mass.

Member Motorcycle Manufacturers' Association

### DISTRIBUTING STORES:

American Motor Company, 218 Clarendon St., Boston, Mass.; Geo. P. Jenkins, 10 W. 60th St., New York City; L. E. French, 895 Main St., Buffalo, N. Y.; G. M. Greene, Mgr. Am. Motor Co., 1586 Michigan Ave., Chicago, Ill.; American Motor Co. of Texas, M. M. Building, Dallas, Tex.; Lincoln Holland, 1034 So. Main St., Los Angeles, Cal.



M. M. "4"

Mechanical valves. 30.50 cubic inches. Roller bearings. Automatic mechanical ciler. Automatic stand. Original M. M. spring fork. Emergency fuel tank. Flat or V belt drive. Low frame. Large tires, etc., etc. Price, \$225.

### FIFTEEN IN CANANDAIGUA.

"This is a picture," writes Louis F. Bradburn. 45 Chapel Street, Canandaigua, N. Y., "of myself and my untiring Harley-Davidson, which I have ridden 4,100 miles, without any trouble whatsoever.

"Canandaigua is a beautiful town of about 9,000 inhabitants. Last year there



was not a cycle here; now there are about fifteen. We have no club, but we ride in company every Sunday. There are State roads (good ones, too) leading from the town in every direction.

"We look for a great increase in the number of machines next year. People are getting to like them in these parts."

F. M. Jones, of Sacramento, has secured the California agency for the Royal Pioneer.



The unique umbrella illustrated herewith is carried on the shoulders and fastened to them by rubber bands and

straps. Its construction is simple, the protection adequate, and the umbrella can easily be folded. There are various types, ranging in weight from nine to eleven ounces. A square piece of tissue is connected with the skeleton which forms a saddle roof. When closed, the apparatus forms a roll of about the thickness of an ordinary umbrella. The skeleton is composed of thirteen black

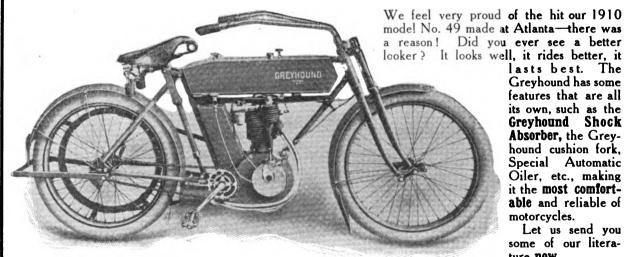


M. H. LEVY and G. KIRCHOF. Two Harlem Club boys with racing prospects.

painted steel tubes, which are connected by 22 hinges. This odd device is of German manufacture.

Detroit, Mich.—Fred. Kicherer, N. S. U. agent here, and Roy Hunter, of the Eureka Japanning and Vulcanizing Company, will open a motorcycle garage and salesroom to be centrally located and fitted up for general repair business.

### THE SPLENDID GREYHO



lasts best. The Greyhound has some features that are all its own, such as the Greyhound Shock Absorber, the Greyhound cushion fork, Special Automatic Oiler, etc., making it the most comfortable and reliable of

Let us send you some of our literature now.

Write today if you are a live wire—some good agencies still open.

### MOTOR WORKS GREYHOUND

Member of Motorcycle
Manufacturers' Association

1459 Niagara St., Buffalo, N. Y.

SALES AGENTS: Metropolitan District—THE BROWN-DEWEY CO.. 1697 Broadway, New York.

Chicago District—WHIPPLE, "The Motorcycle Man," 913 W. Jackson Blyd., Chicago, Ill.

## NOT AN EXPERIMENT BUT A PROVEN SUCCESS

THE

# BAND BRAKE

For Belt or Chain Drive Motorcycles is Superior to All Others in

Principle, Strength and Reliability

C-O-R-B-I-N SPELLS BOTH QUALITY AND WORKMANSHIP

AGENTS AND RIDERS— Handle and Use a Brake Whose Success Has Been Demonstrated by Thousands. Quotations on Request.

The CORBIN SCREW CORPORATION

Licensed Coaster Brake Manufacturers

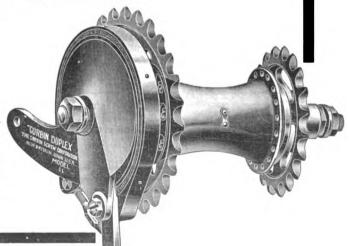
NEW BRITAIN, CONN., U. S. A.

THE CORBIN SCREW CORPORATION OF CHICAGO

.107-109 Lake Street

Chicago, III.

WAREHOUSES-106, 108, 110 Lafayette St., New York; Northwest Corner Eighth and Arch Streets, Philadelphia, Pa.



### MOTORCYCLE MART: IT SELLS THE STUFF.

One time, three cents a word; twice, two cents a word each insertion. If printed in bold type, five cents a word. Agents' cards, five cents per word, if published once; oftener than that, three cents per word each insertion. No advertisement for less than fifty cents. Cash with order, always.

### SAYS THAT MOTORCYCLE ILLUSTRATED IS "ON THE IOB" EVERYWHERE.

"Kindly discontinue the advertisement of the sale of my F. W. 4-cylinder, as I have succeeded in selling the machine through the results accomplished by advertising in your paper. I wish to express my thanks for your kind co-operation, and I must say that your paper is 'on the job' everywhere.

"O. B. ARLAND."

"O. B. ARLAND."

### FOR SALE OR EXCHANGE

FOR SALE.—Brand new 1909 twin cylinder Indian, with Magneto, chain drive; good reason for selling. Maplewood Kennels, Carthage, Missouri.

FOR SALE—Twin Indian, magneto, Sager spring fork, stand, perfect; sell at \$150. Quick, 519 Sixth avenue, Brooklyn.

FOR SALE.—1909 single cylinder, 4 h.-p., belt drive Indian, with magneto; new and in first-class condition. Stephen Hyde, Jr., Carthage, Missouri.

FOR SALE—Pierce 7 h. p. 4. Stock Machine, from agency selling to make way for 1910 Pierces. What is your offer? Machine temporarily at Grassby's, 3421 State street, Chicago, Ill. F. B. Mitchell, South Bend, Ind.

FOR SALE.—1908 Indian \$125 machine, \$78. N. E. Ramsey, Lincolnton, N. C.

FOR SALE—1900 M. M. Special 3½ h. p., ridden about 150 miles; perfect condition; new in September; am buying Twin. First check for \$130.00 takes it. W. J. Fowler, 438 Baldwin avenue. Detroit. Mich.

FOR SALE-4 h. p. 1908 Harley-Davidson; engine thoroughly overhauled; in fine condition; has made a mile in 1:12 on half-mile track; a bargain; first \$125 takes it. Thurman Constable, Union City, Ind.

FOR SALE—Two No. 100 20th Century gas lamps and generators, 'co model, for \$10.00. Fred, Floyd, McKeesport, Pa.

FOR SALE.—One Thiem Motorcycle, 1909, just completely overhauled by makers; new tire, cyclometer, spring fork, 3!4 h. p. Will sell at once for \$125.00. Crated ready for shipment. J. L. Lenihan, Lakeville, Minn.

FOR SALE—One 1909 model Excelsior motorcycle; price, including lamp, etc., \$145.00, which is \$25.00 less than actual value. Inquire of Wm. G. Lauterbach, Mendota, Ill.

A GREAT BARGAIN—1009 Indian Twin, magneto, belt-drive, horn, speedometer, extra inner-tube, stand and tools; used as agent's demonstrator, always kept in perfect condition; run only thousand miles; \$200 crated. H. J. Allington, 616 S. Weadock avenue, Saginaw, Mich.

OTTO KRAUSHAAR, of Mongo, Ind., though only thirteen years old, rides his brother's Wagner to school every day. The distance is twelve miles, and young Kraushaar has been making the twenty-four miles daily, unaccompanied, ever since the middle of September.

### AGENTS CARDS, ETC.

FOR SALE—New 5-h.p. twin Indian, \$200; second-hand 5-h.p. twins, \$125 up; singles, \$75 up. F. B. Widmayer Company, 2312 Broadway, New York City.

MOTORCYCLES thoroughly overhauled and repaired; agents for Thor and Excelsior motorcycles; supplies and sundries. Brazenor & Ruderman, 849 Bedford Avenue, Brooklyn, N. Y.

M-M and R-S MOTORCYCLES—East End Cycle Co., Highland & Beitler, near Centre avenue, Pittsburg, Pa.

SECOND-HAND M. M. BARGAINS—Exhaust Whistles, Hand Idlers. M. M. Branch, 895 Main street, Buffalo, N. Y.

DISCOVERED—The motorcyclists' best friend on a windy night. A positive stormproof lamp lighter, once used, never without; finest thing in the world for smokers; only 25 cents. Tiger Cycle Works Co., 782 Eighth avenue, New York City.

B. & C. Two-Speed and Free Engine Gears; Ideal equipment for Motorcycles. Bushnell & Cannon, 1268 E. 80th place, Cleveland, Ohio.

EVERY RIDER who has a three-battery case on his machine can remove four pounds of weight by placing a Cartridge Two-Battery Coil in the battery box in place of one of the batteries he now uses, and get better ignition and greater distance than with any three-battery coil. This is a great advantage, especially for racers, in which case you can remove weight and cut out wind resistance by taking the coil off the frame. This coil is wonderfully efficient, and we invite every rider and dealer to try one at our expense. Cartridge Coil Company, 10 Mechanic street, Lafayette, Ind.

### HELP AND SITUATIONS WANTED

WANTED—A sober, competent man, who thoroughly understands metorcycle constructing and the designing of same; also capable of making drawings. A good opening for the right man. Address, Motorcycle Illustrated, Box 10.

WANTED.—Situation by well-known English competition rider, as demonstrator, agent, manager, or inquiry followerup. Would accept \$18 to commence. Simpson, 3724 N. 6th street, Philadelphia, Pa.

C. WILBER is just in receipt of a very enthusiastic report from Buffalo (N. Y.), Commissioner W. Q. Cramp stating that the new Buffalo Club will be affiliated with the F. A. M.—not only affiliated, but that efforts will also be made to have the F. A. M. membership unanimous.

### TORPEDO MOTORCYCLES

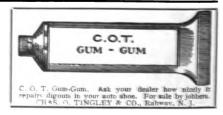
WHY HESITATE? Unless you ride the BEST you cannot be a SATISFIED MOTORCYCLIST. You know there can be but one BEST and that is the TOR-PEDO. Write for catalog and agent's terms.

The Hornecker Motor Mfg. Co. Geneseo, Ill., U. S. A.

### McLaughlin & Ashley

2384 Broadway, N. Y. Tel. 3141 Riverside N. S. U. and Morkel Motorcycles 1910 Models ready for delivery Expert Repairing at Reasonable Rates.

Storage Parts and Accessories



# RECORDS SMASHED

BY THE

No Limit to the Speed But the Law



Built and Tested in the Mountains

At Atlanta, Ga., Nov. 11th, 1909, Harry Klebes on a 7 H. P. **WON** the 10 Mile Open Race for Amateur Riders in the good time of 8 min. 53 sec.

The Res was also Third in this Race.

At Atlanta, Nov. 12th, 1909, Harry Klebes on a 7 H. P. **WON** the 10 Mile Open Race for Amateur Riders in 8 min. 47 sec. 6 seconds better than previous day.

R-S was also Third in this Race.

At Atlanta, Nov. 13th 1900,

FIRST (Klebes)

RS SECOND (Seymour)

(Seymour)

IN FOUR MILE RACE
FOR AMATEUR
RIDERS THEY BROKE
THE WORLD'S
CIRCULAR
DIRT TRACK RECORD

MAKING THE 4 MILES IN 3 MIN. 22 SEC.

The 1910 Season is Near at Hand. Live Agents Should Get on the R-S Wagon NOW

WRITE AT ONCE

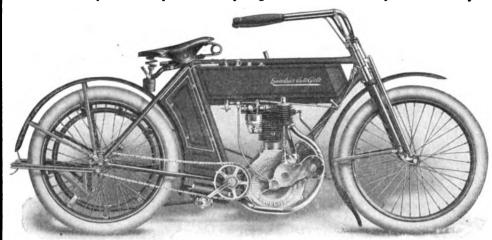
READING STANDARD CO.,

BINGAMAN and WATER STS., READING, PA.

### A STORY OF QUALITY

### The EXCELSIOR AUTO-CYCLE

has taken a prominent part in every big road and reliability test of the year and has Made Good



Every Time. We can offer no better proof of quality than actual accomplishment; and in noting the remarkable record of the

### EXCELSIOR AUTO-CYCLE

Bear in mind that we build no special machines and that every Excelsior winning has been made on a regular stock machine, identical in every detail with every Excelsior Auto-Cycle delivered to the thousands of satisfied buyers. An examination will show

you why.

### **EXCELSIOR SUPPLY COMPANY**

233-37 Randolph St.

ESTABLISHED 1876

CHICAGO, ILL.

Eastern Distributor: STANLEY T. KELLOGG, 2312 Broadway, NEW YORK

# We Have Built Up a Reputation

Which Will Make Our 1910 Sales Phenomenal

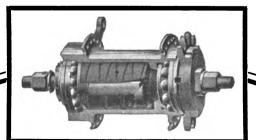
### **NEXT YEAR'S DEMAND**

FOR OUR BRAKES WILL PLEASE AGENTS WHO HANDLE THEM

MR. AGENT: Do you want to be one of the profit-sharers? MR. RIDER: Do you want to ride in safety and comfort?

THEN WRITE US FOR PARTICULARS.

ECLIPSE MACHINE CO.



Elmira, N.Y.

Licensed Coaster Brake
Manufacturers

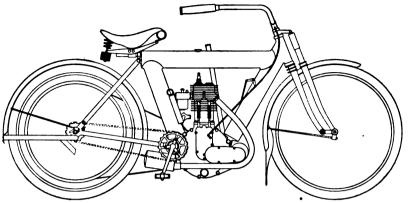
1910

### THE LATEST ATTRACTION

1910



Long Stroke



Magneto Ignition

Free Engine

## **The Pierce Single Cylinder Motorcycle**

This machine is the result of much experiment and reflects the latest scientific knowledge in motorcycle construction. "Pierce-craft" is embodied in the design and construction of each piece going into the manufacture.

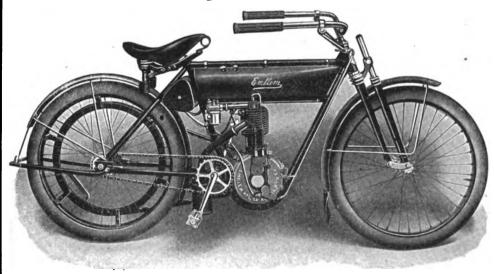
The FOUR CYLINDER is the most advanced motorcycle construction offered by any manufacturer in this country or abroad.

The Free Engine and Two Speed Sliding Gear transmission are the new features for 1910.

Ask for 1910 advance catalogue and, if a dealer, for money-making agency terms.

Pacific Coast Branch OAKLAND, CAL. THE PIERCE CYCLE CO., Buffalo, N. Y.

# CLASS, STRENGTH AND SPEED Are all Conspicuous in the 1910 EMBLEM



### Our New Model, the 7 H. Twin

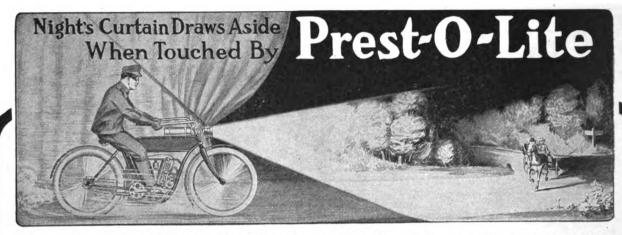
Completes a Trio of the Best Machines for the Prices on the Market.

Fitted for both V and flat belts; 55 in. wheel base; battery and coil tank occupying the entire space between the seat mast and the rear wheel guard; the front lower main tube is slightly curved to conform with the curve of the front wheel guard; magneto if desired.

Write for our catalogue and our Agency proposition

EMBLEM MANUFACTURING COMPANY,

ANGOLA, N. Y.



A good, dependable lighting system is worth more than all the accident insurance you could buy.

Feeble oil lamps and treacherous generators invite accident, danger and expense, and are a nuisance to operate.

Most experienced automobilists have discarded all other equipment and adopted Prest-O-Lite. Motorcyclists are doing likewise.

With Prest-O-Lite there is no uncertainty, no tinkering, no dirty work. The flame is always steady—doesn't flare up nor die down. Turned on and off like a gas jet.

In automobile service, Prest-O-Lite has proven that

it costs little if anything more than portable generating systems.

The Prest-O-Lite Motorcycle Gas Tank is 12 ins. long and 4 ins. diameter. Weighs 7 pounds. Holds 10 ft. of gas-40 hours of light.

FULL TANK 75c. PRICE

Thirty-day trial plan. See your dealer, or write us

The Prest-O-Lite Co., Indianapolis, Ind.

Branches at New York, Boston, Philadelphia, San Francisco and Cleveland.

3,000 Exchange Agents

This tank can also be used on automobiles as a reserve supply, carried in the tool box

### SPARK COILS, SPARK PLUGS, SWITCHES, TIMERS AND DISTRIBUTERS AND MAGNETOS

MADE IN AMERICA

HAVE NO SUPERIOR IN THE MARKET



The following testimonial was recently received by the Pittsfield Spark Coil Co., unsolicited.

"Columbus, Ohio, Oct. 11th, 1909.

"PITTSFIELD SPARK COIL CO., " Dalton, Mass.

Magneto Spark Plug & Line of Pittsfield Goods is carried by H. V. Groonwood, 166 Lake Street, Chicago

"Gentlemen:-

"I think you will be interested to know I am using the best coil "PITTSFIELD," on my run from San Francisco to New Orleans and New York.

"I have covered 5,763 miles, 2,022 on railroad cross ties, and

have had a terrible trip. Have been out thirty-seven days and had no ignition trouble. Your coil has stood unreasonable endurance, exposed to water, heat and cold in many States.

"I am an old-time rider and one who knows a good thing.

"Yours truly.

(Signed) "H. F. MERIWEATHER."

Write today for particulars, catalogues, price lists and instructions.

PITTSFIELD SPARK COIL CO., Flansbury Ave., Dalton, Mass.

Sales Representatives: New England, W. J. Connell, 36 Columbus Avenue, Boston. Atlantic States, Thomas J. Wetzel, 17 West 42nd Street, New York. Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake Street, Chicago. Michigan, L. D. Bolton, 319 Hammond Building, Detroit. Pacific Coast, The Laugenour Co., San Francisco.



# **Bosch Magnetos**

### The World's Standard Ignition System

Just as the <u>Bosch Equipped</u> Motor Cycles have won great victories in recent months and established great World's Records, so the <u>Bosch Magneto</u> in other fields has dominated and won magnificent triumphs.

The following Automobile Races were won by **Bosch Equipped** Cars during October:

THE FAIRMONT PARK RACE
National Stock Car Chassis, 200 miles, won by
Bosch Equipped SIMPLEX.

BRIGHTON BEACH 24 HOUR RACE
New World's Record of 1196 miles established
by the winning <u>Bosch Equipped</u> LOZIER.

### PORTOLA RACES

(Held during Portola Week, Oct. 19-23, San Francisco)
Winner of Class I, 148.26 miles; Class II, 211.08
miles; Class III, 254.16 miles, all
Every Car that finished was also equipped with a
Bosch Magneto.

### VANDERBILT CUP RACE.

The Cup winner ALCO was <u>Bosch equipped</u> as was the FIAT, which took second place and was the only other Car to finish. Of 15 starters 11 were equipped with <u>Bosch Magnetos.</u>

Wheatly Hill Trophy won by <u>Bosch Equipped</u> MARMON and Massapequa Trophy by CHAL-MERS-DETROIT.

Such triumphs and the Satisfactory Efficiency of each of the 300,000 Bosch Magnetos in use are factors that have made Bosch Magnetos the Standard Ignition System of the World.

### **Bosch Magneto Company**

223 - 225 West 46th Street, NEW YORK

Chicago Branch: 1253 Michigan Avenue San Francisco Branch: 357 Van Ness Avenue



### A NEW TREAD

added to the line of

# MORGAN & WRIGHT Motorcycle Tires

The addition of the new single clinch Broad Corrugated tire makes our line of motorcycle tires the most complete on the market.

Single and double clinch, Broad Corrugated, Basket Weave and Bailey Treads for road work. Smooth Tread Racing for board tracks. Bailey and Combination Treads Racing for dirt tracks.

Butt End and Endless tubes at the same price.

It is the best line made for any manufacturer, dealer or jobber to push, as it comprises every combination of tread, size and style of tire that will ever be called for.

Moreover, the large number of branches and agencies we have established thruout the country (more than any other manufacturer) makes it easy to get our goods on short notice.

MORGAN & WRIGHT

# THE MASTER **PIECE**

OF 1910

As in previous years the 1910 N. S. U. will approach nearer the IDEAL Motorcycle than any machine heretofore offered to the public; it will represent the best possible workmanship, the newest design and naturally will bristle with N. S. U. originality.

### THE VETERANS

will smile with satisfaction as they feast upon the perfection and the minute attention to details which tend to make the N. S. U. the dependable motorcycle it is.

### THE NOVICE

need have no fear of complications or roadside troubles. The engine, the frame, the general design is so perfect, so thoroughly tested that you will be able to reel off mile after mile without the slightest call for attention.

### That's The Reason

All N. S. U. riders are satisfied riders, no tinkering, no adjustments, just satisfaction, that's all.

Write for Catalogue "M"

N. S. U. MOTOR CO.

206 W. 76th Street **NEW YORK CITY** 

### **NEW EDITION—JUST OUT**

CONSTRUCTION. MANAGEMENT AND CARE OF MOTORCYCLES"

Revised and Enlarged-60 Pages. 25 Cents

Contents.—The Motor, Mechanical Valves, Working of Valves, General Motor Parts, Twin Cylinder Motors, Motor Tips, Removing and Replacing Cylinder, Overheating, Piston Rings, Knocking and Pounding, Timing, Weak Springs, Life of Motors, Care of Valves, Lubrician Valves, Library Control of Control o cation, Ignition, Ignition Troubles, Trouble Chart, Magnetos, Carburetor, Transmission, Spring Forks, Tires, Two Speed, Attachable Outfits, Belt Don'ts, Other Dont's, Cause of Breakdowns, Points to Remember.

MOTORCYCLE PUBLISHING CO., 299 Broadway, New York

A YEAR'S GUARANTEE GOES WITH EVERY

### RZ-PLUC

"Bougie Mercedes"

INDESTRUCTIBLE STONE

THE

PERPETUALLY

**GUARANTELD** 

**ALL THREADS:** MAGNETO

AND BATTERY IGNITION.

PROOF AGAINST DIRT

PRODE AGAINST OIL

PROOF AGAINST BOOT

PROOF AGAINST WATER

IT IS SELF-CLEANING

SPECIAL MOTORCYCLE TYPES

ALL TYPES.

FOR SALE EVERYWHERE

\$1.50

OR MAILED POST PAID.

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Civil Engineers

Corner Lafayette and Houston Sts.

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VIENNA

FREE-Our "Revised Catalog" is free. Write for it.

### MAIL THIS TO-DAY

E. M. ESTABROOK,

Chairman F. A. M. Membership Committee, 76 Lincoln Street, Bangor, Me.

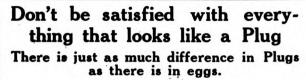
Dear Sir: I feel that I ought to be a member of the F. A. M. We must have a national organization to promote motorcycling and to guard and care for its many interests. Please send me particulars.

(Signed)\_

State \_

City \_\_\_

Street\_



### **SPLITDORF** Motorcycle Plugs



are conceded by experienced motor-cyclists to be unequalled for

# Efficiency and

Plug because it is made especially for SPUN COPPER AND the Motorcycle.

> Ask any of our thousands of users.

### **SPLITDORF**

Walton Ave. and 138th St. New York Branch, 1679 Broadway

### SOME TIME SOME WHERE **SOME ONE**

MAY BUILD A MOTORCYCLE AS GOOD AS

But just at present there is no machine to even compare with it for

### **GENUINE GOODNESS**

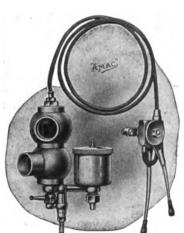
"The quietest motorcycle on earth."

1910 MODELS READY

Harley-Davidson Motor Co.

Milwaukee Wis.





Flexibility

Consumption

Adjustable Nozzle, in and out in 5 sec.

One Cable though independent control

Price, 8 Dollars Postage, 3 Dollar

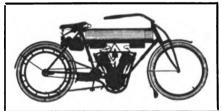
AGENCIES CAN NOW BE ARRANGED For Further Particulars, Apply

Aston Motor Accessories Co., Ld. Talford Works

Aston, Birmingham, England

### CURTISS MOTORCYCLES

have



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### RELIABILITY RECORD that means something to you.

2 PERFECT SCORES IN 1905 F. A. M. Endurance Run. PERFECT SCORE and DIAMOND MEDAL in 1907 F. A. M.

Endurance Run.

2 PERFECT SCORES in 1908 F. A. M. Endurance Run.
One entry, one PERFECT SCORE in 1909 F. A. M. Endurance Run.

There are hundreds of others which we will tell you about in our new booklet, "Achievements." The latest big event was the California Endurance Run. Eighteen Hours. 385 miles of country road. The hardest test ever given a motorcycle in this country. SIX PERFECT SCORES.

### Curtiss Machines made three of them.

Two Perfect Scores were made on "Curtiss" doubles, which were the ONLY DOUBLE CYLINDER MACHINES TO FINISH. Think it over and write us to-day. Get in line for a Motor-cycle Agency that will make your business grow.

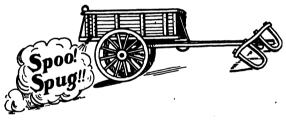
*бhe* HERRING-CURTISS CO.. HAMMONDSPORT, N. Y.



at once for proposition.

Philadelphia, Pa





ROSE MANUFACTURING CO.

The Neverout Motorcycle Lamp, with combination tail light, showing rear view. (Patented.)

933 Arch Street

Putting an Engine in an ox cart does'nt make it an Automobile.

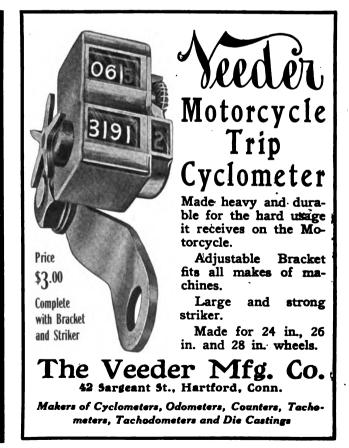
By the same token—you can't get real, true, modern motorcycle comfort without the springframe and fork of



The only motorcycle with these features.

That's why the Flying Merkel is easy to "talk up." Some good agency localities still open.

MERKEL-LIGHT MOTOR CO., POTTSTOWN, PA.



### PFANSTIEHL COILS

**Guaranteed for Five Years** 



Constructed to operate on either 2 or 3 dry cells. Absolute balance and perfect efficiency guaranteed. Standard equipment with leading manufacturers.

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When you are in need of anything pertaining to Motorcycling, either for yourself or machine.

### Prompt Service

### Prices Right

Particular attention paid to mail orders. Our Accessory Catalogue is a reference book among Motorcyclists. When you want your machine tuned up for racing or overhauled, bring it to us. We produce RESULTS.

Agents for Indian and Harley-Davidson

### FRANK B. WIDMAYER COMPANY

2312 Broadway, New York City

Tourists' Machines Stored Free

### Only A Few Days More

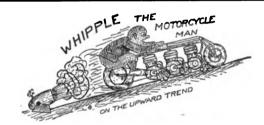
and then we shall have something very interesting to announce regarding the

### Reliance 1910 Models

It will be worth your while to wait until you know what the New Reliance machine will be like.

Reliance Motorcycle Company owego, N. Y.





The best in the world is none too good for our customers. Motorcycles and accessories at lowest prices. Pierce 4 cylinder, \$350; Indians, nine models, \$175 to \$325. Good second hand, all kinds, down to \$40. Send for our sundry catalog.

WHIPPLE THE MOTORCYCLE MAN
260 W. Jackson Blod., CHICAGO

# —REMOVAL—BARGAIN SALE

We move to our new building early next month. All our New and Second-hand Motorcycles will be sold below cost to close them out. If you are in the market for a real bargain that

### WILL SAVE YOU MANY \$\$\$

write to-day for our Bargain Circular of the Motor-cycles we are almost giving away.

MOTORCYCLE EQUIPMENT CO., HAMMONDSPORT, N. Y.



The pleasure of motorcycling is greatly increased by having your machine equipped with a good Speedometer and Odometer.

Order a "STANDARD" to-day and be satisfied.

STANDARD THERMOMETER COMPANY
65 Shirley Street, - - BOSTON



that requires no attention the year round, no kneading with oil after a rainy ride, no scraping to prevent slip, just complete satisfaction from one year's end to the other: that's the reason when you select your next year's mount you should insist

THE PICK OF THE **VETERANS** 

### IN THE GREAT **TOURIST TROPHY** RACE

1st in many other strenuous cempetitions.

1st in the heart of the motorcyclist who seeks that Pullman Car ease and comfort.

All manufacturers equip All dealers sell them. them.

Our Booklet Explains It

206 West 76th St.

HANOVER VULCANITE CO. 48 West 4th St. **NEW YORK CITY** 

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<u> </u>	widmayer Co., F. B 39

### THE MART

IS READ by thousands of Motorcyclists, a fine Department for the Sale and Exchange of Used Machines and Accessories.

### M.M.

Motorcycles in Stock

3½ H. P. Single Cylinders
With Bosch Magneto, \$225 7 H. P. Twin Cylinders

New York Headquarters, 8 W. 60th St.

### ROYAL PIONEER MOTORCYCLES

1910 models now ready for delivery. Finest stock of parts for all makes of machines and all kinds of sundries in Greater New York. Give us a trial and be satisfied.

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F. A. M. OFFICIAL REPAIR SHOP



### American X Agency=\$

We have the best money-making Agency Proposition yet. We give a discount that will make you money. Write today.

American Motorcycle Co. Wells and Schiller Sts., Chicago, Ill.

### GOODYEAR STRONG FABRIC MOTOR-CYCLE TIRES WEAR LONGEST.

They're easiest to fix. Cost least for up-keep. Tough yet resilient and easy riding. Outwear several pairs of ordinary tires. Can be permanently repaired, if jagged by nails,

THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio.

# EMPIRE TIRE

Trenton, N. J.

### THIEM 1909

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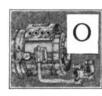
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### HIGH POINTS OF THE STANLEY SHOW

No Radical Departures-A Few Freaks-A Fleet of Lightweights.



UR annual show is now closed, and the general opinion is that the makers of the 3½ h. 150-lb. touring roadster, which is the most popular type over this side, have been suffering from a fit of cerebral paralysis. With the exception of three new two-stroke engines, regarded as still

being in the experimental stage, there is nothing radically new. The following gives a good idea of the sort of alteration that is common:

Lower compression engine and longer stroke of piston. Magneto placed astern of cylinder, on small aluminum

platform, cast integral with the crank-case.

Stronger lamp brackets; large oil and gasoline filler-caps to tank (1½ inches in diameter); oil pump sloped back towards rider.

Spring saddle pillar pin.

Multiple disc free engine clutch in rear wheel.

Gasoline drawcock over compression tap.

Footbrake pedal mounted on separate bracket, instead of on footrests; operated by thick wire cable, instead of by rigid rods.

Engine pulley affording gear ratios from 4 to 6 without use of tools.

Gasoline tank split longitudinally in two halves, with double feedpipe. Both gasoline and oil gauges.

Unbreakable two-piece exhaust valves, with cast iron heads; flexible gasoline feedpipes, breakage-proof.

Slip-on metal magneto cover (same shape as magnets, slotted for wires to emerge; easy sliding fit).

Handle-bar control by flexible wire of air, throttle, and ignition.

Broad rubber-covered footrests, with side plates.

Ball-bearing magnetos and piston or slide-controlled carbureters. Simplified timing gears.

Steel pistons, with domed tops, two rings at top, one at bottom.

The above list tells the tale of new "fakes" on most of the leading mounts. The Rex machines contain a new lubrication design which is triple in character. Oil is sprayed into the cylinder with the gas by means of a pipe leading from the crank-case to the top of the spraying chamber. A drip lubricator maintains a constant level in the crank-case, to assist the splash lubrication, and the old familiar force pump is retained for emergencies.

There were, however, a few startling machines on exhibition. The Wall auto-wheel is something hot off the brain. It consists of a small wheel containing the entire propelling mechanism of a motorcycle, except the Bowden wires for the handle-bar control. It is provided with struts, so that it can be bolted to the rear frame of any old crock of a pushbike, which is hey-presto converted into an ought-to-go. The mud-

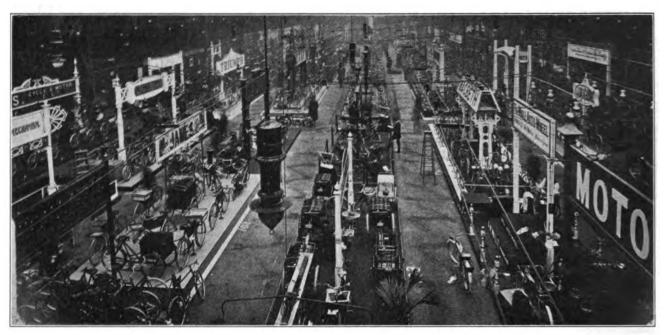
guard contains a stock of gasoline and oil, the last feeding per drip jet into the crank-case of a tiny two-stroke engine, mounted on the spindle of the wheel. Ignited by a toy Bosch magneto, this tiny engine revolves the motor wheel by means of an internal reducing gear giving a drop of six to one. When this contraption has been strapped on to your old bicycle you screw the throttle lever to your handle-bar, set it at full steam ahead, mount, pedal off, and thenceforward, as the office boy says, "orl is peas." This device sells at \$60.

There is a regular little fleet of new lightweights, in which the difficulty of transmitting power by means of a pulley with no more diameter than an egg-cup has at last been conquered. Two pretty little jiggers, the Moto-Reve and the Phelon Moore, utilize a clutch, two gears and chain, while the Baby F. N. retains its ditto plus worm drive, with three universal joints of proper automobile design to take up torsion. There are others which first reduce the gear by a rack and internal cogs, or else a big epicyclic pulley, and then convey the final drive by a trencher-size pulley and a big belt. All these will hum in dozens over British roads next season, but they are too light for the States.

A couple of imposing four-cylinders make their first appearance. One is made by the Wilkinson Sword Company, and is known as the Touring Auto-Cycle, which was described in the December 1st issue of this paper. The other is the latest bantling from the Roc works—the old bird has hatched a record egg this time. This is even more of a car than the other, for it has a pressed steel frame, the steering head being the only assembled tubular part.

In twin-cylinders there is no advance at all, the machines staged being our old friends with a few detail innovations each. But there is one thing to be said about this show which I have never been able to say about any other motorcycle exhibition I have patrolled, namely, that in the touring classes there is not a bad machine staged. Every single medium or heavy weight exhibit looks like a decent, reliable sort of mount, the differences lying in finish, quantity of refinements, and that mysterious, haunting engine "kick"—"the last veneer of speed and polish of power," which a second-rate firm cannot reproduce even when it makes an unblushing copy of a staunch engine designed by a rival. It really looks as if the standard type of English machine has got as far as the brains of the trade can carry it, and certainly riders are quite content with it as it is.

Variable gears in one form or another are universal, though the majority of makers are satisfied with an adjustable pulley, which gives a range of about 30% in the gear ratio, and can only be altered by dismounting. Among gears variable from the saddle may be named the Phelon and Moore (two chains from engine to two split bronze ring clutches on a countershaft, whence one chain to rear wheel); Humber (belt drive to epicyclic hub, wheel revolving on "live" spindle in



General View of England's Annual Motorcycle Show, the Classic Stanley.

contracting pulley, rear wheel taking up the slack of belt by sliding in long draw-slides, under operation of rotary handle and screw thread); and V. S. (ordinary epicyclic hub). Some of the big machines have automobile type boxes with sliding gears, and a 9-inch leather cone clutch. In free engines the rear whiel multiple disc type with twenty or thirty nicked plates is all the rage. They are not much use when it comes to easing an engine that jibs on a precipitous pimple, but they are handy for crawling back to direction posts, or for starting without a hop, skip and jump.

In brakes, the front wheel rim type, with flexible wire, and the rear belt rim shoe with pedal are practically universal. In ignition the magneto is standard. In carbureters the two-chamber float type, with slide or piston control worked by flexible wires from radial levers on a steering bar bracket, remains the thing. The suction inlet valve is at least as dead as a doornail, and the side by side arrangement of mechanically operated valve continues to be more popular than the overhead type. Overhead exhaust valves are fitted only to racing engines.

### AMERICAN TENDENCIES FOR 1910-BY THE VETERAN.

MARKED improvement in design is shown all around for 1910, and the general tendency seems to prove that the manufacturer means to study the real needs and comforts of the rider much more than formerly. Many improvements in spring forks have been made as the result of hard road tests. At first glance the visitor at the coming shows may not quite grasp the full significance of what may seem to be only some little piece of improved finish but which, in reality, is the result of practical trial. Speaking of finish, it looks as though many manufacturers are studying this as well, and better enamel, of more lasting quality, and heavier plating seems to be the general trend. I am glad to see the complete disappearance of the old apology for a saddle; these are now of a sensible size, well sprung and comfortable. We could do with a few more cushion frames as well, and some models of these are to be exhibited. Most of the makers, I am glad to note, have turned their attention towards retaining the oil in the crank case, knowing that a dirty engine is a poor advertisement. In ignition, the magneto bids to be more popular than ever, deservedly so because of its extreme reliability. Handle bar control is now practically universal and the operating rods and levers have in many cases been improved so as to do away with lost motion and back lash. Muffler design seems to be at a standstill, with one or two possible exceptions, but it is good to note the gradual disappearance of the cut-out. The division remains about equal between twin-cylinders and singles, and this looks likely to be the case for some time. The diamond type of frame is slowly gaining headway, and belt drive is ousting the chain in most quarters, although many firms still make transmission optional. The V belt will be more popular than ever, and one firm is exhibiting an extra good American-

made rubber and canvas belt, which type seems to be in great demand. Let us hope that the manufacturers will rise to the occasion and give us twenty-eight degree pulleys, and never trust to guess-work. Many of the variable pulley designs have been altered and improved so as to make for a quick change of gear by the roadside. Two-speed gears? There are many of them and, what is more, the makers promise to give us something substantial that will stand up and be reasonably fool-proof. Coaster brakes for 1910 have been considerably improved and a much larger braking surface is given. Tires remain very much the same. Unfortunately the price has gone up considerably, owing to a shortage in raw rubber. We should all welcome more of the extra heavy rubber-studded tires for districts where the roads are bad.

Several manufacturers are turning their attention towards the important question of accessibility. This is a very good sign, as there is not the slightest doubt that in some quarters it is a needed reform. On one or two 1910 models of note the wheel base has been slightly lengthened, which is obviously a step in the right direction, as this gives a motorcycle far more stability, particularly when the roads are greasy. Several new sidecars are to be exhibited, and commercial carrier machines will again be to the fore, as they have earned a great reputation this year. For light delivery, tricars of this type are bound to make good.

The business outlook is exceptionally good for next season and, as I have said, steady and marked improvement in design will be noticed all round. Just as at the Stanley Show, there will no very radical departures in American machines this year, although considerable progress has been made by the manufacturers in this country, and both the new and the old riders will be delighted with the 1010 machines.

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### RIDING IN THE SOUTHWEST

By H. E. Meriwether.

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Y trip from San Francisco to New York, by the Southern route, was planned by a fellow club-member, W. E. Deane, of Brooklyn, N. Y., and myself simply as an attractive means of seeing the country and of obtaining the distinction of being the first to motorcycle across the continent by way of New Orleans.

After having had our photos taken, given our machines a final overhauling, and bidden our many friends farewell, we started down

Market street, to the ferry for the city of Oakland. To tell the truth, I felt very sick at heart, as it was cold, foggy, and anything but cheerful for the start of a trip like ours. I had never been out of my State and I was leaving many friends there, with no idea when I should see them again. Upon arriving at Oakland, we stopped awhile to bid goodbye to a few more friends, and "get the laugh" from them. We were soon speeding along a beautiful boulevard leading out of the city. After we had ridden about eighteen miles we left this fine thoroughfare for a good grind over a rough country road. It soon grew dark, but we kept on until seven o'clock, when we arrived at Livermore, where we had supper, looked around a little and then retired.

### A Roadside Encampment.

At noon the following day we arrived at Crow's Landing and at night at Los Banos. After a night's rest we thoroughly enjoyed our ride to the San Joaquin River, where we encountered much sand. But we crossed this stretch with no more trouble than a puncture. We soon arrived in Fresno. in going out of which place I began to experience machine troubles which ultimately became so serious that we were overtaken by dark much sooner than we expected, so that we found it necessary to camp out by the roadside, still twenty-two miles away from Bakersfield. We stacked our machines. built a fire, and tried to sleep, but owing to the proximity of the railroad we obtained very little rest. We started again at dawn, passed through the oil fields and arrived in Bakersfield between nine and ten o'clock Sunday morning. Here we found one Bible, an R.-S. agent, who proved to be a real Prince of Good Fellows. We stopped to get our machines in shape and prepare ourselves for the trial which we knew to be immediately ahead. When not far from Bakersfield we encountered more sand, and dragged our way across until we found ourselves at the foot of a range of mountains. We climbed until noon and then stopped by a little spring for our first drink of water since breakfast. Here we discovered that in Bakersfield we had been sold a substitute for gasoline, the use of which considerably reduced the power given off by our engines. Despite our predicament we succeeded in reaching Techapie Pass, which had never before been attained by a motor-vehicle of any kind. Here we found an old deserted barn, where we remained for the night lying in a bed of straw and gazing at the stars through the thatched roof.

It was not until the following day that we reached the summit. Down grade the riding was quite pleasant, and it is needless to say that we did full justice to the meal we ordered at Techapie. Having obtained a supply of gasoline we struck out for Mojave, four miles from which we ran into a desert with plenty of deep sand. Deane had no serious trouble, but I was compelled to push my machine all the way into Mojave. Here, with the help of a railroad brakeman, I succeeded in putting my mount into shape again. I could find no place to sleep other than the railroad roundhouse; but as the night was very cold that bunk of waste served my purpose quite satisfactorily.

Things went very fine for a while the next day, though riding behind, I had to eat the dust and alkali thrown off my companion's wheel. Then, without warning, I hit a pile of sand, tumbled and broke my left handle bar. We succeeded in reaching town, however, and there took to riding on the railroad track, reaching Rosemond, where we found a good hotel at night. Here we discovered that we had been on the wrong road. Getting back to the correct route, we found traveling much easier, and when night fell we came into Burbank, where we had to make our supper of pies and oranges, as nothing else could be obtained. From this point on to Los Angeles the roads were good and we had no trouble. The natives regarded us with curiosity there, as though we were savages fresh from the wilderness. At Los Angeles we were entertained by the local club, while I purchased a new R.-S. machine and had it fitted with Morgan & Wright 21/2-in. Bailey tread tires. In fact, I made every possible preparation for a good, long grind. The hospitality of the Los Angeles boys had renewed my courage and I was more confident than ever of my ability to complete the long journey which I had determined to make.

The roads out of Los Angeles are excellent and we had no trouble in reaching San Juan Capistrano early in the evening. The following day we tried riding on the beach, which we enjoyed immensely until a big wave swamped my motorcycle and myself, though no damage was done. At Oceanside we took to the road again, which, owing to sand and a recent rain, was rather poor. At Pacific Pass Deane went off the road, damaged his carbureter and lost a pedal, which caused further delay.

I took sick the following morning and was confined to my bed for several days. As soon as I recovered, we mounted our machines and started forth again, making our first stop at Tia Juana, a little Mexican town. We had intended to go to Yuma, Ariz., but the sand storms caused us to turn back to San Diego, where Deane sold his machine and obtained employment. I was naturally surprised at his sudden decision to give up the trip; but rather than to be laughed at by the other fellows I resolved to strike out alone. I returned to Los Angeles via Pac Beach, Oceanside, El Sinoro. Corona and Whittier. This was easy riding, in fact, a thoroughly enjoyable jaunt.

### My Second Start from Los Angeles.

Three days later I make my second departure, J. Garvey. of the Morgan & Wright Company, showing me the way to Pasadena, where I arrived in time for lunch. I was now alone, and although the temptation to quit was strong my Through Pasadena I better self finally won the victory. found the roads good all the way into San Bernardino, where I spent the night. The next day I visited Redlands, and the day afterward took the road leading to Cahone Pass, which I had been told was a good long pull. This proved to be the case, with plenty of sand, and a steep ascent. At the bottom of the hill there was a little stream which I tried to jump; but on account of the sand I fell and bent my front axle. Repairs having been made I took to the railroad as far as Victorville, thence along the regular road to Barstow, a distance of forty miles. Here again 'twas nothing but sand and, after taking three good falls in eight miles of riding, I found it necessary to retrace my journey, and the following morning again tried railroad riding. When crossing a steel bridge I was overtaken by a freight train and escaped by only a few feet. The roadbed was very rough and torn up in many places, but I ultimately succeeded in reaching Barstow. My next stop was Klondike, a mining center, where prices are high and I was forced to pay fifty cents a gallon for gaso-

### SCENES ALONG ROUTE OF MERIWETHER'S TRIP THROUGH THE FAR SOUTHWEST.







Fording the Gila River.

Old Mission Near Tucson.

Near Superstition Mountain.

line. During the afternoon so horribly rough was the riding that I broke two fork springs, having replaced which I rode on in the dark until I reached Bagdad, a mining town com-

pletely surrounded by desert sands.

The following morning I paid sixty cents for a gallon of gasoline and again took to railroad riding. After having traveled fifteen miles I came upon what appeared to be a fairly good wagon route. But that road proved altogether deceptive. The upshot of it all was that, pushing my way through sand and mosquito brush, I had to crawl back to the railroad. I reached Needles early in the evening and rested there for two days. I found my machine and tires in perfect condition, except that one of the latter had sustained a slow leak, caused by riding with the tire partly inflated so that the rim cut the tube.

Leaving Needles, I followed the Colorado River on the California side and crossed at Parker into Arizona. The road was only fairly good, there being altogether too much sand, gravel and cactus for comfort. I had no tire trouble, but got one fall, caused by my losing a connecting link from the pedalchain. My accident occurred on a steep grade which had a sharp turn at the bottom. I was thrown from my machine over a six-foot embankment into a dried-up creek, but experienced nothing more than a bad scare.

### Chased by Pack of Coyotes.

After having obtained rather poor accommodations at Parker, I again resorted to the railroad, while riding which I was chased for three miles by coyotes. I cannot say that I enjoyed this experience, for they grew ultimately to number fifty and if I had not come upon a smooth stretch of road I might have furnished a meal for these denizens of the desert. The town of Bouse was reached by noon and at night I rode into Wendendale. Here the people were very kind to me and I spent an exceedingly pleasant evening. My machine was the first of its kind they had ever seen. The next day, striking across country over a fairly good road, I suddenly found myself at its terminus after having ridden twenty-four miles. There was nothing to do but to go back. though I postponed my return until the following morning, for the heat was so intense that to touch any of the metal parts of my machine meant a painful burn.

When I got back to town I found that I was entirely out of lubricant and I substituted ordinary cod liver oil, with fairly good results. This time I was shown a range of mountains far away, and told that I should ride in that direction. For seventy-five miles I did not meet a single person; in fact, the solitude was almost unbearable, and I stopped only when it was absolutely necessary. It was 4:30 when I reached the first house. I finally rode into Phoenix, via Buckeye, over roads which were very sandy, especially near the Gila River at Phoenix. Here, M. F. Carr, of the Arizona Motor Company, made my stay very pleasant and it was three days before I resumed my journey, with El Paso as my

destination. Mr. Carr accompanied me and we made our first stop near the historical Superstition Mountain. compelled to wade the Gila River, having trouble getting our machines across, as the water was very deep and cold and the current quite rapid. To add to our troubles, we ran into some quicksand. At last, we succeeded in extricating ourselves and our machines, reaching Florence, well exhausted, in time for dinner.

### Public Sentiment Antagonistic.

Averaging ten miles an hour we rode into Red Rock late in the evening. This is a Mexican town offering no form of entertainment other than watching the passage of the Southern Pacific Limited, so we retired early. Tucson, our next stopping place, afforded many opportunities for sight-seeing, and we visited, among other interesting places, the San Xavier del Rio Mission, the oldest in the United States. Mr. Carr, returning to Phoenix, I was again alone, negotiating a road in which sand and rock predominated, to Benson. My first attempt to obtain gasoline here was unsuccessful, for the gruff individual I approached would not sell me any less than five gallons. However, I obtained a tank-full from a Chinaman. The road out of Benson is so bad that I had to take to the railroad again, with Dragoon as my destination. Here one of the natives, deliberately, I think, misdirected me, and I made a twenty-mile journey for nothing. Traveling in the dark I came into Cochise, a town whose business section consisted of two stores, one "hotel," a restaurant and five saloons. I staved here for the night, but unwilling to subject my stomach to the kind of food obtainable there, rode into Wilcox for my breakfast. Then came a hard climb to the summit of Stein's Pass, N. Mexico. I spent that evening very pleasantly, listening to tales of adventures told by cowboys and half-breed Mexicans.

### Arrival at El Paso, Texas.

The next day's riding, being mostly over the hard beds of lakes that had dried up many years ago, was not at all bad, the long stretches permitting fairly fast time, the only discomforts being caused by a hot wind and the cracking and bleeding of my lips by the alkali dust. At Demming, I met Dr. J. D. Noir, who was very hospitable and allowed me to store my machine in his auto garage. At Aden, which I reached the following noon, after some more riding a la railroad, I was forced to pay my record price-75 cents-for a gallon of gasoline. My next day's journey, mostly through sand and lava beds, which compelled my walking much of the time, brought me to Strauss, a station twenty-two miles from El Paso, Tex. The railroad bed here is built of slag. very sharp and rough. but better than sand, at all events. After riding across the S. P. R. R. bridge over the Rio Grande I took to the road again, and after a six miles' trip arrived in El Paso. Up to this point, in sixteen days of actual riding, I had covered 2,033 miles, 500 of which had been made over railroad tracks.

### MISSISSIPPI'S FAIR NAME-JOHNSON FIGHTS JERSEY LAW

ON the first page of the December 1 issue of your paper, there appeared an article giving account of a long distance trip from San Francisco, Cal., to Newark, N. J. There also appeared a photo of the well known Reading Standard rider and writer, who mentions that on his return trip, when "near Santonia, Miss., a team took fright at his machine and ran away, whereon Meriwether was arrested and locked up in the station house all night. A gang of drunkards tried to gain entrance to the station house for the purpose of lynching him. Upon paying his fine the mayor released him the next morning, whereupon he continued his journey."

Although I do not doubt for one second that the rider suffered hardships on a trip such as he describes, I have this to say in behalf of the good people and motorcycle riders of the State of Mississippi. There is no such town in the State of Mississippi as Santonia, but there are two towns known as Bentonia and Senatobia. The town of Bentonia has no mayor and consists of two or three plantation stores with a post-office in the rear of one of the stores. Senatobia is a little larger and both towns are situated in the Delta. Furthermore, these two towns are far out of the route the rider describes, as he claims to have come into Mississippi from Baton Rouge, La., making his way to Jackson, Miss., thus traveling northeastward, thence eastward. I am not trying to pick an argument, as I believe Meriwether deserves great credit for making the long distance trip he describes; but the local riders here regret very much that he allowed the innocent State of Mississippi to flash in his mind as being the place in which he came near being strung up.

Vicksburg, Miss. S. C. RAGAN, Jr.

IN regard to Mr. S. C. Ragan's letter, this incident happened one evening while nearing the town of Senatobia, Miss., about sixty or seventy miles south of Memphis, Tenn. I passed this team, driven by a woman, about 2½ miles out of Senatobia and upon my arrival in the town stopped for gasoline and directions. While I was obtaining these, this woman drove up and called an officer; but while she was stating her case I left the town for Coldwater, Miss. Upon my arrival there I was arrested by the city officer who had been telephoned to by the Senatobia, Miss., policeman.

A LFRED H. BARTSCH, of the N. S. U. Motor Company, ceased selling machines for an hour or so a few days ago, in order to hunt a burglar, whom he soon succeeded in putting behind the bars. The prisoner, a former employee, had broken into the N. S. U. establishment, smashed the front door glass, and carried off a typewriter, some money, stamps, etc. The culprit afterwards confessed that he had committed a previous burglary in the same place.

THE sturdy quartet below constitute part of the Harley-Davidson Club of Philadelphia. Reading from right to left they are Messrs. Hamburger, Terry, Klein and Campbell.



My machine was left at Coldwater and I was taken back by rail to Senatobia, Miss., and upon leaving the train at the station in Senatobia I was attacked by this woman's husband and his friends, who were all drunk. I demanded protection and a trial and after a little more abuse was taken to a drug store to await the arrival of the justice of peace. I remained in this store until the police officer and Sheriff Cox, of that county, saw the drunken mob was growing uncontrollable and was then sneaked out the rear of the store and, by way of a few alleys and dark streets, to the city jail. I was placed in the jailer's quarters here and was waiting to be served with supper by the jailer's wife when this drunken crowd rushed upon the jail and demanded that I should be given up to them. I was then taken into the jail proper and placed in a steel cell, more for safety to myself than for punishment. It was about 9:30 or 10 p. m. now and I was still demanding a trial; but the woman who had me arrested refused to appear against me on account of the trouble her husband had caused. At midnight Saturday, I was still in the cell and told I would have to wait until Monday morning before I could have a hearing.

About this time several citizens came to see me, one being Mr. Still, of Senatobia, and to these people I gave my story of the false accusation of my "causing a runaway and cursing this woman." Upon hearing all from me they advised me to remain in jail until morning for safety, as some of the mob was still hanging around the jail, waiting for me. I remained in jail until about 11:30 a. m. Sunday, when I demanded that I should be let go, as there was no case against me, and if they did not I would bring suit for false imprisonment. This they considered and I was taken to the home of Mr. Still for Sunday dinner and to await a team which was to rush me out of Senatobia up to Coldwater, where I had been arrested and brought back from. After having dinner, one of the Still boys hitched up a team, placing a revolver and shotgun in the carriage in case we were attacked on the road by any of the gang. I paid no fine or costs, was discharged with no blame at all and was considered a falsely accused person.

HERBERT F. MERIWETHER.

READING, PA., U. S. A., Dec. 10, 1909.

THE Supreme Court of the State of New Jersey has rendered its decision sustaining the special tax on nonresident auto owners who use the roads of the State, and denying that such a tax is one laid on "interstate commerce." The case was made up by Richard H. Johnson, of New York. He took a load of tools in his machine, which was unregistered in New Jersey. The tools were for sale, and were bound for Philadelphia. Then, being stopped, as he had expected, Mr. Johnson began the legal fight.

Justice Reed, who writes the Trenton opinion, says: "I am of the opinion that the condition imposed, that a man who proposes to use our highways for motoring shall agree to submit himself to the courts of the State into which he comes so far as concerns matters growing out of such use is neither unconstitutional nor unreasonable." He adds:

"In respect to the point that this burden is imposed upon non-residents and not upon residents and so unconstitutional inequality is created, it is sufficient to say that both residents and non-residents are placed upon the same footing. Both are made amenable to the laws of the State whose highways they are using."

New Jersey has had her say. Now the matter will go to the Supreme Court of the United States. Whether the rather curious logic that a non-resident should "agree" to be governed by the courts of a State discriminating against him; and that inequity is made equity if put into law, because the favored and the injured are "both made amenable to the law" will hold good in the Federal courts is a debatable question.—Tribune.



### MR. CORNISH MAKES SOME NOTES



OVER the Road of Anthracite, Phoebe Snow's favorite railway, one departs from the nation's metropolis, Gotham, the busy and stupendous, for a journey across the Empire State, the traveler's first objective point being the quiet and sedate town of Owego. It is here that W. H. Ives and his fellow-workers of the Reliance Motorcycle Company have opened the eyes of the people of the countryside to the possibilities of the powerful little engine which has vitalized the bicycle and put life and energy into its erstwhile cold and inanimate frame.

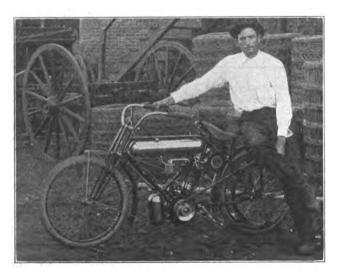
The Reliance Company is prospering, there is no doubt about that. During the summer this concern completed a 90 x 126 foot addition to its plant and installed several thousand dollars worth of new machinery. Despite its having added so generously to its manufacturing facilities, this company is even now engaged in making further extensions and improvements, designed to make Owego a great motorcycle center and the Reliance machine one of the best and the most popular on the market.

Out of Owego one's next stop is at Elmira, where the Eclipse Machine Company manufactures coaster brakes and all kinds of machine parts. It is here that the genial Ralph Webster holds forth, in a shop which is being operated to its capacity, and where the heads of the concern have come to realize that the motorcycle field is more than merely a "side issue," but, on the contrary, a business of goodly proportions, quite capable of standing on its own feet, and of supporting scores of large manufacturing institutions.

After having spent the night in Bath an early train over a spur of the Erie takes one through the beautiful valley in the center of which nestles Lake Keuka. Acres upon acres of vineyards clothe the hillsides whose fame the exquisitness of Pleasant Valley Champagne has heralded all over the country. Here lies Hammondsport, and it is here that Glen Curtiss was reared, rode his first motorcycle and, a few years ago, began to experiment with aeroplanes.

A thriving institution indeed is the Herring-Curtiss Com-

GORDON UNDERWOOD, an enthusiastic M. M. rider in the Lone Star State, favors us with this photo, taken of him on his machine after he had completed, in six hours, a 132-mile road journey. 'Twas a hard trip, too, but made, nevertheless, without a mishap of any kind.



pany, builders of the Curtiss motorcycles and aeroplanes. A new cement block factory has just been completed by this concern, but from all appearances another addition will be needed in the near future.

Hammondsport is quite a motorcycle hive, so to speak. This place is also the home of the Motorcycle Equipment Company, which has just moved into new quarters, and a new concern, the Marvel Motorcycle Company, which recently placed on the market the Marvel machine, which has the appearance and the intrinsic qualities which ought to insure quick and wide introduction.

Then comes Buffalo, the home of the Pierce and the Greyhound. The former, manufactured by the Pierce Cycle Company, though on the market for only one year, has already made a big "dent" in sales quarters. The Pierce people, always careful and determined to achieve well-nigh perfection in their product, manufactured only a limited number of machines this year, and the supply was soon exhausted. Having added a single to their popular "four," the Pierce concern will be fully prepared to meet every possible demand in 1910.

In another part of the town W. C. Overman has been busily occupied in adding new and improved features to the Greyhound, manufactured by the Greyhound Motor Works. The result is a 1910 model so much better than the 1909 machine that there is simply no comparison, and those who have ridden Greyhounds know that this means something.

Out in Angola, Mr. Shack declared that the Emblem was taking hold in a most encouraging manner. The Emblem folks are a painstaking, conscientious lot, who have attempted no splurges but, instead, built up a successful business on a solid basis.

Cleveland, the next stop, harbors no manufacturers of machines, but a number of concerns which supply the trade with parts, the demand for which, their representatives readily admitted, was increasing all the time.

Akron and rubber have become almost synonymous words. In any event, neither can be thought of to the exclusion of the other. Here the B. F. Goodrich Company operates an establishment which covers twenty-one acres of ground. Tires, grips and other auto and motorcycle accessories are turned out here by the ton. R. M. Baxter is the publicity man for the Goodrich concern and, withal, editor of that live little house organ, the Clincher. The Goodrich Company is another one of the big manufacturers whose officers have been impressed with the growth of the motorcycle trade and with the fact that this field is well worth cultivating.

Two stories have been added to the office building of the Goodyear Rubber Company, another tire pioneer. Here it was reported that the demand for motorcycle tires had been surprisingly large and steady, justifying preparations on a big scale for the business in prospect for next year. Akron is also the home of another old stand-by, the Diamond Rubber Company, which is about to enter this field with a new tire.

The electric car transports one from Akron to Elyria, where the Troxel people are spreading out in order to satisfy the demand for their saddles. In fact, factory enlargements are the rule everywhere in the Middle West. The exceptions, insofar as motorcycling is concerned, are remarkably few. It's a healthy substantial growth, too, built, not upon prospects merely, but upon an immediate demand so much more extensive than had been expected that many of the manufacturers were caught unawares. Having learned their lesson they propose to be ready for any emergency that may arise in 1910.

There are no more active men in the trade than A. B. Coffman, the Yale man, and the bright particular star in the firma-

ment of the Consolidated Manufacturing Company of Toledo, O. That the reputation of the Yale has penetrated almost every corner of the country is almost entirely due to the enterprise, the intelligence, yes, the genius of Coffman. Coffman understands the value of publicity and, to back it up, the importance of delivering the goods. He is an enthusiast of the first water, who combines business and sport in just the proportions required in a field of this character. "If I didn't like my business," said Coffman, "I would get out of it." Coffman does like his business and, if such a thing be possible, his business likes him.

Detroit needs no introduction to the motor world, although it is as yet only distantly identified with this trade, with one prominent exception, that of Morgan & Wright, "makers of good tires," and deeply interested in the growth of popular enthusiasm over the two-wheeler. Here also Holley Brothers and the C. M. Hall Lamp Company are preparing to adapt their products to motorcycles.

Down in Dayton, the New Era Gas Engine Company, manufacturers of the New Era Autocycle, has been reincorporated with increased capital, sufficient to do justice to all the opportunities which lie in the path of this concern. The specifications of the 1910 New Era have not yet been announced, but it is reported on good authority that the new machine will be vastly improved and embody many valuable refinements.

At Middletown, O., is the plant of the veteran Miami Cycle Company, of bicycle fame, and now a sturdy contender for honors in the motor field. If the Racycle doesn't make its mark it won't be the fault of the Miami folks, who have the utmost confidence in the possibilities of their machine, a careful examination of which gives one the impression that it is built upon lines that embody superior features.

A digression from the usual route took the writer to the Auto Show at Atlanta. 'Twas held in a beautifully decorated hall, the exhibits were right up to the mark, but the show was rather shy on attendance and enthusiasm, that is, the kind one finds in New York and Chicago. The South can by no means be overlooked, but there are obstacles there, particularly the poor roads and the inability of the average everyday Southerner to invest in a motor.

Quite a few members of the trade went to Atlanta to put in a few licks for their product and get a general line on motorcycling in the South. Among the trade folks there were George W. Sherman, of the Aurora Automatic Machinery Company; Messrs. Buffum and Merkel, of the Merkel Light Motor Company; Mr. Wagner, of the Wagner Motor Company; Mr. Hall, of the Greyhound Motor Works; Arthur Davidson, of the Harley-Davidson Company; Ralph Webster, of the Eclipse Machine Company; H. Mesinger, of the H. & F. Mesinger Company; Mr. Pfanstiehl, representing his concern; Mr. Hamilton, representing the G. & J. Tire Company; Mr. Welch, representing the Excelsior Supply Company; Mr. Schwarz, of the Emil Grossman Company. The Stewart Speedometer Company, who are just entering the field, were represented by W. J. Zucher, and the C. A. Shaler Company, of Waupun, Wis., had Mr. Dunlap on hand.

At Indianapolis, a cordial welcome is always extended the visitor by Messrs. Hamilton and Stephens, of the G. & J. Tire Company, where the value of the motorcycle trade has been recognized from the start. This policy has brought prestige and profits to this very enterprising concern. Everything worth while in this field engages the interest and attention of the G. & J. folks, nor is it strange that the trade and sport have generously reciprocated.

In Indianapolis, the Diamond Chain Company, the Hercules Electric Company and Wheeler & Shebler are hovering upon the border line, almost ready to make 1910 announcements of parts. The Heitger people have a new carbureter, which they will tell about when the show season opens. The Prest-O-Lite Company is shipping its neat and efficient gas tanks to all parts of the country. The motorcycle business has been exceptionally good with this concern.



THE accompanying photo is that of a most enthusiastic lady rider, Miss Edith Lance, an Englishwoman, who has taken advantage of the new N. S. U. idea, the side-car steering device, and is enjoying the sport to her heart's content. Miss Lance claims she has no trouble in driving her 6 h. N. S. U. with side-car, as the steering device is extremely easy to operate. Miss Lance often takes along a passenger, who, of course, sits in the saddle of the motorcycle, but the entire manipulation of the machine is always left to the steady hand of this fair enthusiast.

Kokomo, founded by an Indian chief, has more than the reputation which usually attaches to a town of its size. In fact, the name is now uttered many times a day in every State of the Union, for no place with any push to it has failed to hear of Kokomo tires. The new Kokomo tread is said to be a wonder, and great things are predicted for this company's product next year. At Lafayette, Ind., the Cartridge Coil Company is making a new kind of two-cell coil which should meet all the requirements of owners of battery machines.

The writer reached Chicago on the Sabbath, part of which he utilized in making a visit to "Whipple the Motorcycle Man." The old shop has been remodelled throughout, and its occupant is even more optimistic than heretofore, and that is saying something about Whipple.

The Excelsior Supply Company's motorcycle interests are well taken care of by Messrs. Hart and Woodworth, who are gifted with that enterprise so typical of the West, and who, with a new factory behind them, will now be able to supply their local representatives with any number up to 15,000 machines per annum. The facilities for producing the 1910 Excelsior are practically unlimited. The Excelsior Company, it will be remembered, recently obtained the Chicago motorcop contract.

The Thor Building is the sales headquarters of the Aurora Automatic Machinery Company, makers of the machine named after one of the gods of the warlike Anglo-Saxons. Here George W. Sherman is the guiding head, in fact, pretty nearly everything. Sherman, an old hand at the business, has done wonders with the Thor, although he generously attributes most of his success to the merits of the machine he sells. The Aurora people are prepared for any contingency in 1910 which, they are confident, will be by far the biggest and most eventful year in the history of the sport.

The American Motorcycle Company, a new one this year, and the Armac Motor Company are laying elaborate plans for their 1910 campaign, as are also Huyck & Lyon, who have heretofore manufactured machines only on a small scale.

Among the Chicago accessory manufacturers are the Stewart & Clark Company, which has a new speedometer al-

most ready; the Chicago Rawhide Company, which is doing a big business in belts; H. T. Adams & Company, well known for their stands and emergency pedals; the Pfanstiehl Electrical Laboratory, which has just added to its splendid coil a high tension magneto, and the Hine-Watt Company. The Fowler Lamp Company is also arranging to enter this field.

Kenosha, Wis., is the next stop out of Chicago. Here the Solar lamp is manufactured by the Badger Brass Company, a big concern which is entirely satisfied with its experience in

catering to the wants of motorcycle riders.

Success with a generously proportioned initial letter has been the experience of the Harley-Davidson Motor Company. Nothing less than phenomenal has been the business career of the Davidson brothers, who have just added to their factory buildings and equipment to the extent of trebling their capacity. They are reaping the fruits of business enterprise, honest management and the practice of giving their patrons the full value of their money. Milwaukee is also the home of two accessory manufacturers, the Lempke-Briggs Company, makers of a coil, and the O. C. Hanson Company.

Proceeding westward, steam put to harness brings the

traveller to Minneapolis, where the Minneapolis Two-Speed has achieved no small measure of distinction, sufficient, in any event, to compel its makers to build a large extension to their factory. The 1910 Minneapolis machines will soon be ready for distribution.

The same condition of affairs is to be found at the plant of the Thiem Manufacturing Company, which has just doubled the capacity of its already extensive factory. Across the river, in St. Paul, Keller & Risque, manufacturers of the Tourist machine and the K. & R. two-speed gear, have also increased the size of their factory. Finally, the Wagner Motor Company, behind orders for several years, has just caught up with the demand for its sturdy machines.

St. Paul is the last stop of a journey that will convince anyone, no matter how skeptical, that this is a big and a promising business. There is no question that the West is doing well by the trade and the sport. And so, for that matter, are hundreds of enthusiasts in the Eastern part of the country, where there are scores of big concerns which deal exclusively or in part in motorcycles or accessories, and which will be made the subject of a similar story on some future occasion.

CAPT. L. J. VAUDREUIL and Howard Clark, of the Worcester Club, were the participants in a rather interesting contest Sunday, Dec. 5.

The start was made at the corner of Highland and West streets at 8 o'clock in the morning. The course was through Grove street and West Boylston street to West Boylston, thence to Jefferson, Rutland, Paxton, to Worcester, getting back to the starting point by way of Chandler, June and Highland streets. The distance was 25.6 miles. The riders covered the course six times, making a distance of 155 miles for the run.

One hour and 15 minutes was allowed the riders under the rules in which to complete the course, and each rider finished ahead of schedule time at the end of each of the six laps.

Vaudreuil did not have to alight from his machine once in the entire run, except at the starting point. Clark had a little trouble with his brake and commutator.

Clark wheeled in first at the end of every lap, as he set a faster pace. Vaudreuil took a more moderate pace. Clark finished the sixth lap at 3:40 o'clock, 20 minutes before the time limit. Vaudreuil came in at 3:52 o'clock, which gave him eight minutes to spare in a perfect score.

The run didn't prove as decisive as the rival riders and club members hoped for. It was designed to decide the holder of the club cup offered to the rider making the best score in club runs for the season. Vaudreuil is present holder of the cup, making the highest score in the runs last year. He and Clark are tied this year. They have been tied all season, being the only members who have taken part in every run and made a perfect score.

HOW Glenn H. Curtiss, who recently set a world's record for the fastest time made in an aeroplane, rode his first motorcycle is a story his friends find interesting.

During the popularity of the bicycle Curtiss conceived the idea of putting a motor on the wheel to help him climb the hills. He had a heavy bicycle built, then cut the frame in two and attached a motor of his own design. In order to try it out he took his new vehicle to Cold Springs, a hamlet not far from Hammondsport, N. Y., his home, where he had a friend who kept a small machine shop. With the assistance of the mechanic Curtiss mounted his contraption.

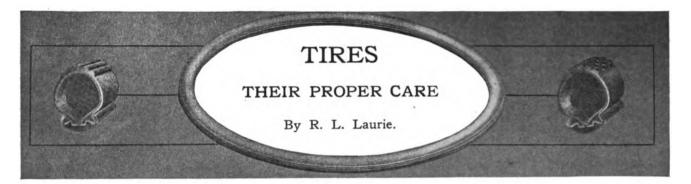
The cumbersome machine was wheeled into the public highway, its nose was pointed toward Hammondsport and the engine set going. The motor installed by Curtiss was of 7 h.. and crudely put together. It had the fault of unbridled energy. When it was set going there was no way to stop it or regulate its speed. Curtiss had barely attained his balance in the saddle before the thing shot down the road at balance in the saddle before the thing shot down the road.

He sped down the road, cut across the inlet of Lake Keuka, in over the State road through the town of Urbana, and finally came to a halt on the hills overlooking Keuka Landing. As luck would have it, the ride ended without accident. Curtiss profited by the experience and kept on experimenting until he had made a motorcycle that beat the world's record.

On January 23, 1907, at Ormond Beach, Fla., Curtiss set a record for a mile by covering that distance in 26% seconds. The record, made on a freak eight-cylinder machine, has not been officially recognized, though it is generally conceded that Curtis traveled at a speed of fully two miles an hour, if not even faster than that.



Part of the Members of the Worcester Club, Lined Up in Front of Their Club Home.



To obtain real service from tires it is primarily necessary to study their construction and the reason for everything connected with their design. By doing so one gets not only the maximum length of service but, as well, a minimum of trouble. We hear of cases of widely different results from the same make of tire. If we did not know, we might attribute this to faulty material, whereas it is the rider who is to blame. Those who are able to make long trips with no tire trouble always see that their tires are in perfect condition for road-usage before they start out. The little time required for inspection and the improvement of certain conditions more than repays the rider. Moreover, if we look at the question from a monetary point of view we can clearly see that whatever is gained by prolonging the life of a tire adds dollars to the bank balance of the user.

The principle purpose of a pneumatic tire is to hold a volume of air in compression so that it will support the walls of the cover and maintain its shape when carrying a given load. To obtain this end we have the rim, the tube and valve and the cover. We can ignore the rim for the time being, although its function, that of holding the beading of the cover securely, is important. The tube is annular, fitted with a non-return valve and expansible in all directions, being held within certain limits during and after inflation by the inextensible cover. The valve, of course, is fitted into the tube for the purpose of introducing air.

The cover is formed of fabric and rubber, which have been found to be the best materials for the construction of pneumatic tires. The fabric is usually made of woven cloth, the threads of which have such strength that, when a sufficient number of layers or plies of cloth are placed on top of one another, they will withstand the air pressure within and will, moreover, resist the frictional wear of the threads upon each other, so that good and lasting service is the result. The employment of rubber alone for the cover would be useless, as air could not be sufficiently compressed within it to support the required load. Rubber and fabric, however, have certain homogenous qualities which fit them to these requirements, and thus together they form a perfect protection from road wear, or at any rate as perfect as present day inventors can provide. This brief explanation of the components of a tire has been given so that the reader may thoroughly understand the separate and conjuctive functions of its various parts.

No matter how careful the tire manufacturer may have been in turning out his product, using the very best workmanship and material, it remains for the rider to maintain the efficiency of the tire. Observation teaches us that the average rider is extremely neglectful of his tires and even fails to give to them the simple attention necessary from time to time. It is, first of all, important to see that the tires are properly inflated; in nearly every case where they have given trouble this simple rule has been disregarded.

Let us see what actually happens to a tire in use which has not sufficient inflation. The walls of a tire working under a load should be supported by a volume of compressed air within, so as not to lessen the curvature of the tire at its point of flexion and cause it to make a sharper curve. If

this happens the threads of the fabric will rub in frictional contact with one another and in time saw through each other, thus weakening the tire. A great many riders actually believe that there is sufficient air pressure in their tires because they do not show any undue deflection when the machine is standing. No tire bulges much at the point of contact with the ground, although the air pressure may be very low. Even when the machine is running over a smooth surface, the same thing applies, though in a lesser degree. It is when the tire is passing over unequal surfaces that it has to withstand the force of violent inpacts which flatten it to an abnormal degree, and where the recurrence of these impacts in actual practice is frequent, the fabric at the point of flexion wears out ten times as quickly as it would have had the tire been properly inflated. When a tire is insufficiently inflated the threads in the fabric are in unequal tension to transmit the power and thus, at the point of contact with the road, those threads that are in greatest tension do all the work and are bound in the end to break through overstrain, after which the strain is thrown unequally on the other threads, causing them to break. The ultimate result is a burst tire.

On the other hand tires should not be over-inflated, as

On the other hand tires should not be over-inflated, as this is nearly as bad as under-inflation. It can be readily seen that over-inflation puts an undue tension on the fabric threads, and in case of a sudden stop this may cause a burst, not to mention the extreme discomfort of riding a motorcycle with tires "board hard." There is a happy medium which can be decided upon according to the load to be carried rather than by any standard gauge of pressure. As is generally known, the rubber tread of a tire wears out in time owing to the constant frictional contact which it makes with the ground. After long usage, it frequently happens that the fabric begins to show through the rubber. When this happens, either have the tire retreaded by the makers or buy a new one; do not continue to use it as the cover will probably burst and the inner tube will also be damaged.

Always try to avoid glass, unrolled stones or rocks in the roadway, as they often cut through the cover to the fabric and although not actually causing a puncture, may result in a burst in the future. Often, through small holes cut by flint splinters, dust and grit enter, causing a blister to appear on the cover. When any serious blister shows, it is best to send the tire to the maker to be repaired, as it is a job for a skilled tire man and should not be "botched" in any way. A small blister should be carefully cleaned out dry, then washed with gasoline and filled with cement. These "wounds" should be vulcanized to make a thorough job but, if bound tightly overnight with tape, which is afterwards removed, a permanent cure may be effected. The same treatment applies to small cuts in the cover.

If one makes a practice of driving carelessly and running over stones or brick, while the rubber of the cover may yield to the strain, very often inner layers of canvas do not, as these have not the same elasticity as rubber. As the hole grows larger the strain on the other layers of fabric increases. This continues until the layer is at its thinnest point of resistance and cannot stand the strain, whereupon the cover bursts and the rider is puzzled as to the cause. This

sometimes occurs long after the day on which the canvas was strained, and the rider often puts the blame upon some unfortunate manufacturer who, in reality, is in no way responsible, as the very best tires cannot stand treatment such as this without failure.

Another great mistake is the sudden application of the brake. The momentum of the motorcycle and rider continues, but the wheel is often locked, and naturally the tire skids along the ground, even in cases when this is not noticeable. This scraping of the tires in contact with the ground has very much the same effect as the old tire-brake. If the rider therefore learns to brake gradually, not only will the life of the tires be lengthened, but dangerous sideslips will be avoided. Tires insufficiently inflated are also damaged by the clinch of the rim coming into contact with the road surface in a rough spot or a stone in the roadway. Anyone can see that the sides of the cover cut and wear very easily when pressed between the clinch of the rim and the road, and the tire is often ruined by such usage. Again, the tube stands a chance of being "nipped." It is injurious to let tires come into contact with grease, oil, lime or gasoline. If any of these are noticed, they should be wiped off to prevent decomposition of the rubber. Remember also that certain tires are adapted only to certain weights and pressure, hence additional wear if a tandem seat carries the burden of an extra rider

The heavier the tire the better the service will be. It may not be quite so speedy or resilient as one with a thinner tread and walls, but what are a few miles an hour compared with comparative immunity from tire trouble. Besides, there is far more comfort to be obtained from larger tires. It is always advisable, however, to see that the rims are of suitable section to the tire, as otherwise trouble may be caused by the clinch cutting the cover.

Rims should be examined from time to time and any rust should be carefully cleaned off the inside and a good coat of

HERE is a boy whose tender age and motorcycle prowess make him a sort of "phenom." He is Otto Kraushaar, of Mongo, Ind., and although only thirteen years old, rides a Wagner to and from school every day, a distance of twenty-tour miles. He writes that he is confident of his ability to negotiate a hundred miles in faster time than any other boy of his years. Is there any lad in the country to pick up the gauntlet thrown down by this doughty little native of the Hoosier State?



enamel applied. Dents should be carefully hammered out, if possible, using a machinist's hammer for the job. These dents prove that at some time the tires have been ridden when insufficiently inflated and have thus come into contact with stones etc. When applying enamel to the inside of the rim, the latter must first be carefully cleaned, or the enamel will flake off.

When one is riding over wet roads the tires should be hard, not merely for the prevention of sideslips but also because a hard pumped-up tire prevents any ingress of wet to the inside of the rim, and thus rust is guarded against. The same thing applies to the washing of tires and rims. It is a very good plan to run three or four layers of broad tape in the bed of the rim; one or two layers are sufficient if the tape is fairly thick. This is for the prevention of spoke heads or drilled holes working a weak place in the tube or in the cover, if the latter be of the flap variety. Any weakness discovered at the edge or beading of a tire shows that it has been ridden when insufficiently inflated. During the first two weeks a new tire requires to be pumped up more frequently than afterwards, when the tube has gained elasticity and become pliable.

The locknut of the valve should always be kept secure so as to prevent any "creeping" of the cover or tube. If such "creeping" takes place, the tire should be taken off and replaced in the correct position.

One tip which is really more useful than it appears to be is to suspend a short thin chain between the front and rear forks, so that this just touches the tire. This pulls out any thorn or sharp flint which may get embedded in the cover, as these intruders are arrested before they have a chance of planting themselves firmly in the tread. A thin wire has also been used to serve that purpose. The explanation is that the thorn or flint does not get very far in the tread at the first revolution of the wheel but is carried round and round until it is finally driven in.

Long disputed, the claim for first honors among the Indianapolis riders was settled in a measure Nov. 27, when John Sink and Erwin Baker met in a 100-mile race at the fair grounds track. The race, which was started at Noblesville five weeks ago and then postponed from time to time on account of unfavorable weather conditions, went to Sink. The riders kept well together, for thirty miles... Baker then lost some time on account of carbureter trouble. Sink forged ahead, and his first stop was made in his forty-fifth mile. He was on his way again, however, before Baker regained his early loss. Baker was compelled to make two more stops, and this gave Sink a lead which Baker was not able to overcome. The time for the 100 miles was slow, the track being soft. The best time for a single mile was 1:08. Sing rode a Thor and Baker an Indian.

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THE new San Diego, Cal., ordinance is a rather drastic one. Although the original speed limits have been raised to twelve miles an hour in the business district and twenty miles an hour elsewhere, the registration fee has been fixed at \$2 for local riders, and at \$1 for non-residents who stay in San Diego longer than six hours.

Motorcycle owners will be required to secure a license number from the chief of police and to display it in a prominent place on the rear of the machine. The machines will be required to carry a headlight at night, but they will not be compelled to have the number painted on the glass front of the lamp, as was at first proposed.

R. ACKER, Indian agent in Lexington, informs us that his territory, the famous Blue Grass region, is well gridironed with very ridable oiled roads. Interest in the sport is increasing, and the formation of a club is contemplated. The other Lexington agents are F. H. Alexander, who handles the F. N., and the Phoenix Garage, sellers of the Thor and Excelsior.

#### CHAPPLE WINS IN FT. LEE HILL CLIMB

THE Fort Lee Hill Climb, owing to the impatience of a large crowd which persisted in spreading itself all over the course, proved a disappointing affair, being called off before the program had been half finished. The presence of traffic on the hill was a menace even to the comparatively slow classes that were allowed to compete. When the time came for the faster classes to start A. H. Whiting, the referee, after consultation with various other officials, decided that it would be utterly unsafe to allow the affair to continue. Therefore, as a matter of public safety, he notified the promoters that no more of the entered cars would be permitted to make the ascent under official sanction. Immediately there ensued a wild scramble to make the ascent on the part of those drivers who had been shut out of the competition, and for a few minutes the top of the hill presented a blur of swift running machines.

In the necessarily short program only one mishap occurred. This was when the motorcycle piloted by Klebes left the course at the last turn before the finish. It plunged straight into the centre of a crowd, but before striking anyone it came into collision with a sewer pipe four feet in diameter. This was smashed at the point of impact, but neither the driver nor the machine sustained any damage.

Chapple, on an Indian, demonstrated the superior hill-climbing abilities of the motorcycle by covering the seventeenths of a mile in 50 15/100 seconds, the best time made by the four-wheelers being 50 57/100 seconds by Kincaid in a National "40". Seymour, on a Reading Standard, was second in the two-wheeler event, negotiating the hill in 51 80/100, which was better than most of the cars had done. Robinson, on an Indian, was timed at 55 17/100. Chapple's victory was a rather remarkable one, in view of the fact that he rode a 4 h. machine.

LOWERING records made by automobiles on the same track, fast motorcycles ran their first card of races for the Oklahoma Club Thanksgiving Day. Herbert Noll, driving an Excelsior machine, made the best time for ten miles, spinning round the track twenty times in 13 minutes and 47 seconds in his first race, and in the last event, the contest for the Association championship, in one second less time.

In the three-mile novice, the Excelsior, driven by Clyde Latham, thrished first, Herbert McEwen, riding an Indian, coming in second. John Wagner, riding an Excelsior, and McCammon, on a Harley-Davidson, crossed the line in the order named. Time, 4:53.

The second race, ten miles for trade riders only, was a victory for Herbert Noll on an Excelsior. The third event, five miles, for private owners, was won in 7:28 by McEwen, on an Indian

The unlimited pursuit race came to an unexpected close with an accident to Steddom. Latham, on an Excelsior, was leading at the time.

The fifth race was between a pair of Indians, and looked like a close contest, in spite of the fact that McEwen had the advantage in horsepower. On the last round, however, he opened up and finished more than a hundred yards ahead of McCammon.

The ten-mile race for the club championship was an easy victory for the Excelsior, driven by Noll. He distanced the Excelsior ridden by Latham, the Indian by McEwen and the Reading Standard by McCalla. His time was 13:46½.

OPTIONS have been secured on two sites for the new Detroit Motordrome, and the promoters intend to spend \$500,000 on the work of construction. The present plans call for a five-mile circuit. Just who is behind the project is not known definitely, but it is said that five automobile manufacturers with plants near Detroit are interested, as well as a local motorist. It is probable that construction work will be started on March 1, 1910.

#### AN ARDENT METROPOLITAN RECRUIT



I F you happen to be overtaken by hunger near 84th street and Amsterdam avenue, which is in New York City, despair not, but call at the Victor Lunch Co. For the owner is a dyed-in-the-wool motorist and he will aid. He is Mr. Orlando, but known as "Vic" to all the boys. He's an Indian, and Widmayer put him in the ranks.

In the Thankskiving Day hill climb at Redlands, Cal., the Harley-Davidson proved to be the winner in the single-cylinder event, for machines with strictly stock motors, and there were eight entries. Two Harley-Davidsons started, and they finished first and second, the winner covering the eleven miles on the one mile hill in 16:36, defeating the nearest competitor by 58 seconds. The order in which the competitors finished was as follows: First, Harley-Davidson, C. H. Clem, 16:36; second, Harley-Davidson, Roy Langford, 17:30; third, Excelsior, H. W. Gowland, 17:34; fourth, Excelsior, A. Gonzales, 19:18; fifth, Excelsior, F. W. Campbell, 19:43; sixth, Excelsior, Roy Shaw, 22:13.

James Gordon, riding an Excelsior, narrowly escaped death while riding at terrific speed along the course. He was thrown from his machine and sustained a broken leg.

The free-for-all was won in the excellent time of 15:49 by Irvin Knappe, on a twin Indian. F. G. Mulvihill. on a Thor, was second.

JOHN D. ROCKEFELLER, JR., has taken to motorcycling. The residents of Tarrytown were surprised Sunday, the 5th inst., when they saw him on his machine going north toward Pocantico Hills. Rockefeller wore khaki and had a sweater under his coat. He was not violating any speed laws and seemed to be exercising much care in guiding his machine. He was not going more than ten miles an hour. Whether Mr. Rockefeller had ridden up from New York or whether he had been touring around the country on good roads could not be learned. It is supposed that he had been enjoying a ride on some of the roads around Tarrytown. Mr. Rockefeller is fond of driving horses and seldom rides in an automobile.

ACCORDING to L. D. Whylly, president of the Savannah Club, next year will be one of big achievements in that part of the South. The fact that the club is prospering is evidence of the presence of sufficient enthusiasm to justify high hopes for the future. Athens is also "coming." A. A. Jordan is authority for the statement that this has been the most presperous season in the history of the sport in his city.

### The Foremost Machine in Great Britain

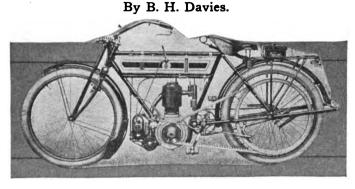
TO give our readers an idea of the tophole machine in the old country, we are publishing the subjoined critique of the 3½ h. p. Triumph, a Coventry-built mount which occupies the highest notch in British motorcycle construction. It may be described in tabloid form as an excellent combination of efficiency, light weight and strength.

As the cut shows, the frame and general disposition of the details follow

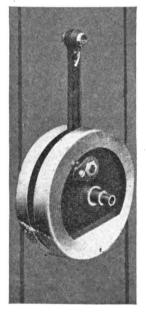
English notions throughout. It has a wheel base of 52 inches, and the saddle is 30 inches from the ground. The rear forks and chainstays are brazed into a fixed lug carrying the rear spindle, but the V piece they form can be withdrawn by undoing bolts at the saddle joint and the crank bracket. The aluminum crankcase forms the connecting link of the lower frame. The stand is carried on the chainstays, so as to support the machine when the rear wheel is withdrawn. Spring forks of a simple pattern are employed, free from lateral sway, and efficient for the smooth highways of the old country, though not affording sufficient resilience for our roads. The forks are mounted on a pivot spindle at the lower end of the steering head, and their motion is controlled by a collar surrounding the spindle which carries the lamp bracket, buttressed by two stout coiled springs fore and aft. Brakes consist of a front rim. and a rear belt rim, the latter operated by a footrest pedal. The magneto is carried in a very exposed position, just forward of the engine, but is protected by an L-shaped shield of patent leather, with wire stiffeners (not shown in cut). The muffler, with pedal cut-out, is carried between the magneto and the crankcase. The magneto is driven by a chain, encased in a dust and oilproof aluminum cover, fed with oil by communicating holes from the crankcase.

The engine has a bore of 35-16 inches, and a stroke of 33% inches, and its efficiency is proven by the fact that on the track the machine can accomplish a mile a minute bat. It is made in three different compression ratioes, according as it is sold for road or track work, or a combination of both. Mechanically operated valves, set side by side, are fitted, of large diameter and small lift, the exhaust valve being of two-piece construction, with cast iron head screwed to a nickel steel stem. The top of the piston is convexly domed, and only two rings are fitted, the ends being stepcut, and the lower ring positioned at the bottom of the piston, acting rather as a slide bearing than as a compression retainer. The gudgeon pin is a tapered driving fit, devoid of separate fastenings. Extreme perfection of casting and machining of the cylinder, together with lightness of the reciprocating parts and absence of friction in the distribution gear, and a novel flywheel construction, are responsible for the very high piston speed obtained with this engine.

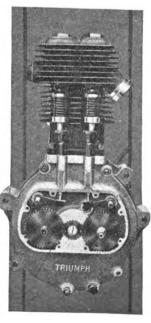
The cylinder casting is light, fine, and smooth-



The English Triumph—The 1910 Single.



The Triumph Flywheel and Engine.



grained. The flywheels are constructed of light steel webs, on which ultra heavy rims of a special lead alloy are deposited, the mainshaft being mounted on ball bearings. Sufficient clearance is allowed for free circulation of oil, but the flywheels are claimed to be the heaviest ever squeezed into so small a crankcase. The timing gear is unique. A separate pinion and cam is employed for each valve, but the shaft, complete with its cam and

pinion, is in both instances machined from the solid bar. The cams are not humps on a shaft, but the back of each pinion is machined out into a recess, leaving a circular ridge of metal a quarter of an inch deep, on which the teeth are cut. The inner periphery of this rim is again machined out so as to form a hump on its internal periphery, which acts as a cam. Mounted above each pinion is a bellcrank, carrying a roller on its lower arm. This roller ruifs around the recess machined in the back of each pinion, and is lifted by the cam. The other end of the bellcrank acts directly on the toe of a valve tappet. Thus great leverage and strictly accurate timing is combined with the minimum of friction. The sprocket driving the magneto is mounted on the outer end of the exhaust valve camshaft. A simple adjustable pulley is mounted on the engine shaft, whence the drive goes by rubber and canvas belt to a dead true bell-trim clipped to the spokes of the rear wheel.

The carbureter is acknowledged to be one of the simplest and most efficient in England, and affords such delicacy of control that a standard touring machine has been driven in competition over a slow mile at 4m. p. h., and over a fast mile at 53m. p. h. on the same gear without adjustments. It is an ordinary double-chamber float feed, with stub inlet pipe, two inches in length. The mixture has a very clean entrance run towards the cylinder, while the two control pistons, actuated by wires and handlebar levers, work in separate tubes, and so cannot either jam or move in unison when dirty.

The valvelifter is worked by an inverted lever on the left-handle bar and cannot cramp the fingers on the longest day's ride. The wire actuates a small cam under the bellcrank, which operates the exhaust valve, and so immense leverage is afforded, and a touch of the forefinger is always sufficient to release compression for stopping or starting purposes. No switch is fitted, control being by air, throttle and spark levers; the spark advance is still worked by a lever carried on the tank.

The tank is light and strong. It holds gas for 150 miles (about 1½ gallons), and the amount is always discoverable by a screw-off natural level gauge glass, sunk in the side of the tank. A quart of oil is carried in a forward compartment, and is fed to the engine by a single movement force pump. As an extra, a special free engine clutch has just been introduced. Such are the main features of Britain's best.

# MOTORCYCLE ILLUSTRATED

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#### THIS ISSUE: 5,700 Copies

THE year is waning, waning; going, going, almost gone. In a week now the sun will have dipped its lowest, and we shall have had the shortest day. And so old Nineteen Nine will shuffle off to make place for a bright-eyed stranger called Nineteen Ten. It is at this time that we have to wish all our friends a Happy New Year. As we write this line many of the men we have met in the last twelve months—makers, riders, sellers, racing men, publicity folk, those who gave contracts and those who didn't—they pass in review. To these we wish increased strength and broadness in the dawning year. Having this strength, having this broadness, the problem of making Nineteen Ten count will be easier. Having these, you will have almost all. For the strong man can do anything, and the broad man can ignore everything. The strong man and the broad man is on a tower. Get up there.

#### THE IDEAL MOTORCYCLE TRACK.

THE number of record-breaking speedways continues to multiply. Indianapolis started it and built a huge, almost stenningly huge motordrome. Atlanta followed up with a two-mile track, on which marvelous flights of speed were shown; and now Chicago, not to be denied, announces a new one.

These tracks are all right for motorcar racing. They need big tracks, and a flying car cuts some figure, even when it is a mile away from the grand stand. In motorcycle races, however, these big tracks do not make for interesting racing. They're simply too big. Besides that, they create a new set of records which make racing on ordinary tracks seem slow. When you know that the mile record is, say, .38, as it will be on these great and splendid paths, you will not thrill much over miles at .45, .50 or .60, which are often the figures on three-lap and on the full mile fair tracks.

As a matter of fact, racing on tracks not designed for world's records and for motorcar contests afford much the better picture, the chief reason being that the men can be followed around the entire circuit. The half mile and even the one mile fair tracks and trotting tracks afford really

good sport. As the men fly down the back stretches they seem as on wings.

The Springfield track, three laps to the mile, is ideal. The riders are in close view all the way; the high banking gives the races dash, and, as the track is almost entirely surrounded by stands, bleachers, and so on, the applause and enthusiasm is constant, wavelike. Rochester is to have such a track. The Clifton saucer, six laps to the mile, is too small, too dangerous. Therefore, in the light of present knowledge, the three-lap track is ideal for motorcycle racing. And in the absence of a track of that sort, the old-style half-mile and mile dirt tracks will fairly fill the bill.

# TWO EXCELLENT EXAMPLES.

THE Syracuse Club has just expelled one of its members for persistent violation of the local speed ordinance. This action is a healthy sign of the times, and quite in harmony with the spirit of the resolution recently adopted by the American Automobile Association:

"Resolved. That the American Automobile Association places itself upon record as being unalterably opposed to the unfair use of the highways by criminal and lawless operators of motor driven vehicles, and, furthermore, this national organization of automobile owners calls upon its various State associations to propose and secure the passage of laws which shall rid the highways of reckless and inconsiderate drivers, even to the extent of revocation of licenses and jail penalties in proportion to the nature of the offenses."

But the autoist and motorcycle driver have been adversely affected by public prejudices which, it must be admitted, are more than partly justified. Reckless to the point of criminality, the speed fiend has torn through the land, and his victims are numbered by the hundreds and the thousands. Conditions grew from bad to worse until there simply had to be a revulsion of public feeling, giving birth to laws and local ordinances the drastic provisions of which are decidedly unfair to the decent, self-respecting and careful motorist.

The latter have at last awakened to the fact that their rights are in jeopardy. Automobile men and motorcyclists are joining hands to ostracise the daredevil who knows no law other than his own mad craving for speed. Anticipating public action the motorist has seen fit to take the matter in his own hands, working on the old-established principles that "forewarned is forearmed" and, "an ounce of prevention is worth a pound of cure."

The A. A. is on the right track, so is the Syracuse Club. Our sport cannot afford to tolerate the would-be criminal, not to apply a harsher word to the savages to whom speed means more than public safety and human life.

# ANYBODY'S SPORT.

BY a rather strange coincidence, we announce in this issue that the son of the richest man on earth has taken to motorcycling. Only in our last number did we publish an interview in which Robert S. Morton declared that no sportloving individual was too "high toned" for the motor-propelled two-wheeler. As if to prove that Morton knew whereof he speke. John D. Rockefeller, Jr. made his motorcycle début on a recent Sunday and apparently enjoyed his experience.

There is no reason in the wide, wide world why even a scion of the Oil King should not ride a motorcycle, particularly in view of the fact that his gas and lubricant costs him nothing. But, seriously speaking, the announcement that a Rockefeller has joined our ranks ought to have a good effect upon those timid folks who have hitherto feared to approach a moneyed man with a motorcycle.

The two-wheeler is good enough for anybody. But the average agent is altogether too modest. Many good "prospects" have been overlooked because of the disposition of sellers to conclude that means and automobiles and synonymous. It is true that they are often found in company, but now

that the motorcycle has been so wonderfully improved, and can be driven noiselessly and without transforming the appearance of the rider into that of a Weary Willie or coalheaver, the time is ripe for a bold invasion into the ranks of the so-called best people. When the latter come to know just what the motorcycle is and what it can do, they will "fall" to its exhilarating pleasures in a manner quite surprising to over-modest individuals in the trade.

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WE publish in this issue a description of England's foremost machine for, in strictly inside talk by those in the know, the Triumph is admitted to be the British leader. Some time ago a number of motorcyclists, meeting accidentally, spoke of the wonderful reputation that the Triumph had won for itself and expressed the opinion that they would like to know more about it, especially as regards the motor, which, as one of them said, "certainly did give the power." So we commissioned our London representative to gather such facts as he could and send them over.

The description of any machine of admittedly marked superiority cannot fail to interest and, in some quarters, to instruct. Meanwhile, it must be remembered that the importation of an individual machine, excepting there is an American house carrying a full line of parts, would be possibly an unpleasant experience. An agency, too, could scarcely prove a profitable investment, unless there was practically unlimited backing behind it. Last year several Americans tried importation in moderate quantities, but they have all been wiped off the map. This is not to say, however, that an American house, carrying a foreign machine, with a complete line of parts and ample repair facilities, could not make a success. But, as we said at the start, the Triumph story cannot fail to be of interest. For it may embody a point or two worthy of serious investigation.

WE recently recorded the increased capitalization of several new companies in this field. We are glad to note this, even to the extent of elaborating on it here in the editorial pages, usually considered consecrated to high things. Yet, what is more worshipful than almost a million of dollars, which is about the amount that has actually been put into motorcycle manufacture in the last sixty days, and particularly so when this branch of the trade needs money more than any other one thing. The latest concern to swell up, capitalistically speaking, is the New Era Company; or rather, the freshborn New Era Auto-Cycle Company, with a capital stock of \$300,000, has taken over the New Era Gas Engine Motorcycle business, taken it over from forge to chimney top. This influx of minted coin is a thing to chuckle

#### SUNDAY'S RACES AT LOS ANGELES.

L OS ANGELES, Dec. 12.—Hubert Kittle and Jake De Rosier each captured two races here today. The other two contests were won by Whitler and Graves respectively. Amateur four-mile open—Hubert Kittle (Indian), won; M. J. Graves (Indian), second; A. Ward (Thor), third; time, 3:54 2/5. Professional six-mile match race—Jake DeRosier (Indian), won; E. Lingenfelder (Thor), second, time, 5:33 2/5. Amateur six miles—Hubert Kittle (Indian), won; M. J. Graves (Indian), second; A. Ward (Thor), third; time, 5:43 3/5. Professional six mile—A. Mitchell (Thor), won; E. E. Whitler (Merkel), second; Samuelson, third; time, 6:05. Professional six mile (Second heat)—DeRosier, won; Lingenfelder, second; time, 5:45 1/5. Professional four miles—E. E. Whitler (Merkel), won; Mitchel (Thor), second; Samuelson (Merkel), third; time, 3:35 1/5. Amateur four mile open—Graves (Indian), won; Balke (Thor), second; A. Ward (Indian), third; time, 3:31 2/5.

THE rejuvenescence of the F. A. M. does not abate. The bomb we threw into the Federation camp last summer exploded to good purpose. Some of the friends of the organization, who were also our friends, rather doubted the wisdom of our "sounding a trumpet-blast," as one man so aptly put it. But we knew that time would justify us. There was darkness, obscurity, inaction. Now, there is action and light. President Willis is giving us a business administration. He depends, necessarily, on his officials and committees. He has been at great pains to pick good men. Some of them are very good. Underneath the surface much new membership work is being done. Very shortly we are promised that the results of this work will see print. As for the racing end, that is being handled on good lines, and where once was naught but criticism all is now peace.

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MANY of the chaps who come into this office to subscribe personally are mostly much better dressed than the ones who came in a year ago. Of course, the toggery of a man, its kind, makes no difference to us. But it proves to us that the clerical, bookkeeping, whitehanded, officy class are taking up motorcycling, which makes us merry; for this sport needs them all, high-borns, low-borns, the pale of face and those horny-handed devils who shake with the grip of a Cryder wrench.

**36 36** 

LOS ANGELES by no means intends to be left in the ruck. Latest from that live California town is that ground will at once be broken for a new motor track. It will be a one mile saucer, wood surfaced and highly banked, and it should set new marks for speed. The building of the three-lap circular Springfield track put the present Los Angeles circuit into the second class. The new mile saucer may enable her to regain her supremacy as a record breaker.

.**s** .s.

OUR English correspondent gives a final view of the Stanley in this issue. As England has no less than two hundred and fifty motorcycle manufacturers we of America cannot afford to ignore whatever they show as the result of a year's theory and practice. For this reason a final review of the Stanley show, trimmed to the bone and with only the high points showing, cannot fail to be of interest and value to us Yankees.

**36** 

TIRE lore of all sorts is compressed into an article published in this issue. The matter of care and repair is approached from every side. We have never seen the tire proposition threshed out so exhaustively and so simply. It is a thing to cut out and paste up.

#### HOW TO PATCH AN INNER TUBE.

SOME tubes, in particular the red rubber variety, are very poor at holding patches. You will put a patch on most carefully, to find, perhaps a week or two later, maybe only an hour or two, that the patch has started to peel off and that air is escaping. I find that the best way to deal with a tube of this description is to clean it well with gasoline and to "rough" it with a file all round the puncture, then allow the solution to dry for some hours on both the tube and the patch before applying the latter. When you have stuck on the patch, a few taps with a wooden mallet or a large-headed hammer will make the surface cling even closer. Then, to be sure that no peeling off tendency will show up, give a thin coat of solution to the tube round the edges of the patch and on top of the patch itself, and do the same to a piece of prepared canvas slightly larger than the patch. When this is tacky, apply the canvas backing and no further trouble is likely to occur.



### President Willis Appoints Revision Committee



T the F. A. M. convention last August, a resolution was adopted directing the president to appoint a committee of twenty-five members to propose revisions in the constitution and by-laws of the organization. Acting under this resolution President F. I. Willis has just announced the appointment of the

following to serve on that committee:

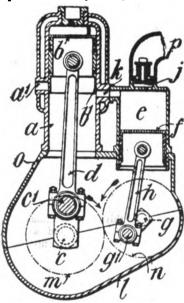
F. I. Willis, chairman; G. H. Hamilton, Chas. Wyatt, G. H. Westing, Geo. C. Detch and Harry Dipple, all of Indianapolis; F. P. Prial, R. G. Betts, J. P. Thornley and E. L. Ovington, all of New York City; LeRoy Cook, Boston, Mass.; C. E. Estabrook, Bangor, Me.; C. C. Wilber, Keene, N. H.; W. F.

Mann, Boston, Mass.; W. F. Hapgood, Springfield, Mass.; Henry Wehman, Brooklyn, N. Y.; W. F. Remppis, Reading, Pa.; Edw. Buffum, Pottstown, Pa.; A. B. Coffman, Toledo, O.; C. E. Kircherer, Stanley T. Kellogg, and Dwight Patterson, all of New York City; G. B. Gibson, Westboro, Mass.; F. A. Baker, New York City; A. G. Chapple, Brooklyn, N. Y.

A draft of the proposed changes will be prepared by the Indianapolis members of the committee and offered at a meeting of the entire committee, to be held at the New York show, probably on Tuesday, Jan. 11, although this date has not been definitely determined upon. On the tenth of February, a special meeting of the F. A. M. will be held in Chicago, when final action on the revised constitution and bylaws will be taken.

#### NEW TWO-CYCLE MOTOR.

ONE of the latest examples of an internal combustion engine of the two-cycle type is that invented by Walter Burnell, of Weston-Super-Mare, Eng. It consists of a working cylinder the front end of which is open to the atmosphere; a piston in the cylinder; an exhaust port located at the for-



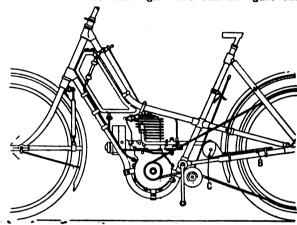
ward end of the said cylinder so as to be opened by the piston as it approaches the end of the working stroke; a displacer cylinder, and a piston in the same; a single port or passage between the displacer and working cylinders, the opening into the working cylinder being so located that it is uncovered by the piston of the working cylinder as it approaches the ends of both of its strokes thereby placing the displacer cylinder in communication alternately with the back and front ends of the working cylinder, and the opening of the passage into the displacer cylinder being

so located that the piston does not operate as a valve to the port or passage; a recess in the front edge of the piston of the working cylinder, to coincide with the orifice of the port or passage between the two cylinders when the piston is at the end of its return stroke; crankshafts to which the pistons of the two cylinders are coupled by connecting rods; spur wheels on the two crankshafts for gearing them together, the angularity of the crank of one shaft with respect to that of the other being such that the piston of the displacer cylinder is moving on its suction stroke during the whole of the time the port or passage between the two cylinders is open to the atmosphere through the front end of the working cylinder; a port in the back end of the displacer cylinder for the admission of the explosive mixture, and a non-return valve in this passage. as set forth.

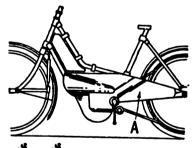
B. D. SOUTHERLAND.—Licenses to operate a motorcycle over the beautiful roads of Jersey costs two simoleons, otherwise known as dollars. They may be had from the State Commissioner of Motor Vehicles, Trenton, N. J., or at 1777 Broadway, N. Y., where Senator Morgan will do the honors in behalf of any applicant.

#### LADIES' MOTORCYCLE.

A MOTORGYCLE suitable for use by ladies is produced by a European firm by disposing the parts as shown in these two drawings. The smaller figure shows



the machine with protecting shield A in place. A feature lies in the pipe B, by which the exhaust gases, after passing through the silencer C, are conducted to the rear of the machine before being discharged.



MINEOLA, L. I.—Otto G. Payne, one of the motorcycle officers of Nassau County, has just filed with the supervisors a report of arrests made by him for violations of the motor vehicle speed law by autoists and motorcyclists from August 21 to October 10, also a report of the fines imposed. The arrests number 39, with two cases at present undisposed of, and the fines aggregated \$680. The work of the motorcyclists employed by the county during the year to look after speed violators has been entirely satisfactory and their services will be continued.

A MACHINE has been purchased by the Humane Society of Toledo, O., for the use of C. C. Montis, who finds it of great value in his work, which requires his presence at short notice in distant parts of the city.

DANIEL C. JOHNSON, of Bellows Falls, has been appointed State Commissioner for Vermont by Vice-President C. C. Wilber of the Eastern District of the F. A. M.

# MAKERS SELLERS

#### N. S. U. COMPANY OFFERS A GREAT VARIETY OF 1910 MODELS.

THE N. S. U. motorcycle celebrates in 1910 its tenth anniversary, and the fact that today approximately 18,000 N. S. U. machines are in operation in the civilized countries of the world proves the wonderful and far-reaching popularity of this type of two-wheeler.

the wonderful and far-reaching populatity of this type of two-wheeler.

During the past season the N. S. U. has competed successfully in many important races throughout the world and has added to its already lengthy list a large number of victories. The N. S. U. has been chosen by several military authorities as particularly adaptable to that service, while on the other hand its adoption by the rural mail carriers has brought out to an exceptional degree the reliability of the motor and the staunchness of the frame construction. The N. S. U. 1910 models will be as follows:

The 2 h. Roadster, an entirely new model, which is a beautiful and easily handled motorcycle. The motor is of the finest workmanship, and it might be said it is "built like a watch," aluminum crank case, square cooling flanges, wide bushings and an improved method of undergeared drive being only some of the main features which will make this model so desirable. The frame, which is very strong, with diagonal truss near the head, is of the hoop variety and built so as to be very low to the ground, the rider being in a position to easily place his feet on the road. The method of transmission is very commendable, the under-geared pulley allowing the motor a wonderful range of speed and power, and on account of the large diameter of the engine pulley the belt is given a large gripping surface. A very strong Shamrock Gloria V Belt is used. The braking facilities, for which the N. S. U. is exceptionally notable, are very powerful, operating entirely on the outside, in full view of the rider and always as-

cessible for a quick adjustment. The size of the motor is, bore,  $2\frac{1}{2}$  ins; stroke,  $3\frac{1}{2}$  ins., having shown a brake test somewhat over two horse power. The oil and gasoline tanks are made of extra heavy brass, being very large, and are attached to the frame by strong clips; the tanks are independent of each other. As strong and as powerful as this motorcycle is, its weight is approximately only 100 lbs

clips; the tanks are independent or each other. As strong and as powerful as this motorcycle is, its weight is approximately only 100 lbs.

The 3 h. Twin Cylinder, which was so wonderfully successful and popular during 1909, will be offered for this season with many improvements. The belt pulley on the rear wheel is of practically the same size as the engine pulley on account of the undergearing method. Because of its construction and balance there is practically no vibration, while the noise from the exhaust is hardly audible. A belt adjuster is adopted to this machine by which the tension of the belt can be altered while riding. The motor of this model is approximately 2½ ins. bore and 3 ins. stroke. Special attention has been given to the size of the bushings, etc., so as to make the motor free running, and do away with all chances of friction, etc. The weight, fully equipped, about 110 lbs., makes this model especially desirable for American road use.

An entirely new model will be the new 4 h. Twin Cylinder, which will be practically an enlargement of the 3 h. Twin Roadster described above. The motor will have a bore of 2 9-16 ins. with a stroke of 3% ins., mechanically operated valves, double ball bearing shaft, undergeared pulley and in fact all of the improvements of the day. The square form of casting will be adopted, thus giving an exceptionally large cooling surface to the motor. The frame construction will be of the low type with the

magneto placed to the rear of the motor, and an entirely new spring fork will be adopted.

The 6 h. Model de Luxe will also be of a new construction. The long wheel base has been reduced to 56 ins., and the magneto, instead of setting into the frame, will be attached to a special bracket forward of the engine. A very low frame construction will be used. The successful plunger type of spring forks will be retained. The engine will have a bore of 3 ins. with a stroke of 3 9-16 ins., an aluminum crank case and mechanical valves. Extremely large tanks of heavy brass will be fitted and a large metal tool box strong enough to carry all tools and extra inner tubes.

This particular machine is especially arranged for the use of side and forecars, and on account of its long stroke engine it is powerful enough at slow speeds to carry a very heavy load.

The 6 h. F. A. M. model will be very similar to the above with the exception

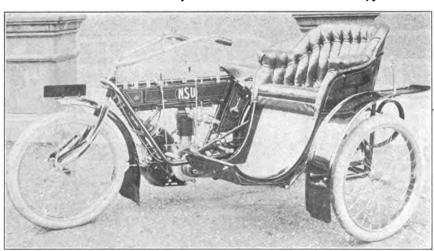
The 6 h. F. A. M. model will be very similar to the above with the exception that, instead of the usual square tanks the oil and gasoline tanks will be made cylindrical in shape. The wheel base will be approximately 2 ins. shorter and the entire machine lighter in weight. It is especially adapted for racing on either track or road, while the motor can be brought down to a very slow pace without any disagreeable jerks.

The 7 h. Racer has been under constant thought during the past season, and every improvement has been adopted which might make the motor even faster than the speed it had already attained in the numerous contests of last year. There has been no drilling of pistons or connecting rods in order to lighten up the motorcycle and allow itself to be represented as a freak. It may be drawn from this that no matter who rides a motorcycle of the N. S. Utype, whether in road or track contests, he is absolutely certain of his mount being of the strongest construction throughout. An entirely new frame construction has been adopted, giving the rider a very low position and a feeling of security even at the highest speed.

of security even at the highest speed.

The motor of the 4 h. single-cylinder F. A. M. model is exceptionally large and powerful, and has ability to turn over at a high rate of speed. This machine is also ideal for all around use. The bore of the motor is 3 7-16 ins. with a stroke of 3 9-16 ins. giving a capacity very close to the official single cylinder limit, 30.50 cubic inches. The exhaust pipe is very short, leading directly into a new and improved muffler. The new muffler cut-out is quickly brought into use by foot power and remains in either closed or open position without any further attention.

The magneto, of Bosch H-T type, will be set upon a platform directly cast to the aluminum crank case, to the rear



N. S. U. 6 h. Model de Luxe, with Side-Car.

of the motor and in a vertical position. Thus the finest adjustments can be made without any trouble whatsoever, while on the other hand the magneto is free and away from all dust, mud or other damaging elements. The double ballbearing system is fitted to this motor, and gives it a very smooth running motion.

When a special racing machine is desired of this model the N. S. U. folks will furnish an extra light but strong frame. It will be devoid of muffler, mudguards and other unnecessary accessories, and it will have a cylindrical tank with a pointed nose, so that the least wind resistance will be met with.

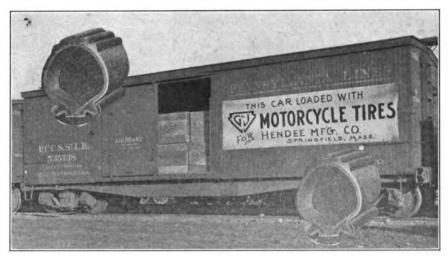
The new 3½ h. F. A. M. model has motor of new construction with a bore and stroke of 33-16 inch. The shaft is of very large dimensions with wide bushings. The carbureter is one of the newest type, being controlled entirely from the handle bars. The new shock absorbing spring forks will be adopted, as also new stand, brakes, free wheel, etc., etc. The frame construction is of entirely different type than heretofore, giving a very low saddle position, approximately 30 inches from the top of the saddle to the ground. The tool box is very large; and allows a full set of tools and many extras to be carried.

narge; and allows a full set of tools and many extras to be carried.

The 4 h. Model de Luxe, which evidenced itself so successfully during the past year, will be improved considerably, although it will be kept approximately in the same form. This motorcycle appeals to the conservative rider who desires a smooth running, powerful machine of elegant finish and appointments. The motor is an exceptionally large single cylinder engine with a bore of 35·16 inches and a 43·16-inch stroke, being equipped with ball bearings throughout and extra large exhaust and intake valves, and will set higher in the frame. The frame is low and of an entirely new construction. The wheel base is approximately 54 inches and equipped with foot rests, handle-bar control, etc., etc. It makes a very striking model indeed, and is sure to be in even greater demand than heretofore on account of its ability to give the rider absolute comfort on the roughest roads.

All models will be equipped with two brakes, working independently of each other. Handle-bar control will be adopted to all models. The speed of the machine may be changed without removing the hands from the bars, while on the other hand the rider can see by the position of the levers the exact condition of his mixture at all times. There is no need of air alterations on the carbureter, because the entire extra air supply of the N. S. U. is adjustable from the handle bars.

The foot-rests are adapted to all models, and will be furnished at an extra charge, with the exception of the models de luxe, on which they will be standard. Luggage carriers can also be supplied at an extra charge. They are constructed of very strong steel tubing and highly finished in black enamel. The new type stand, which fastens to the rear mudguard by a thumb-screw, will be supplied with all models without extra charge. These stands are attached to a special lug on the frame, and do not



#### LARGEST SINGLE SHIPMENT OF MOTORCYCLE TIRES.

Last week the G & J Tire Company of Indianapolis shipped a full carload of G & J Motorcycle Tires to the Hendee Mfg. Co., of Springfield, Mass. The car contained 2,000 tires. G & J Tires are the exclusive equipment for Indian Motorcycles for 1910.

interfere with the removal of the rear wheel. The tool bags are of strong metal, and very commodious.

Mufflers for 1910 are scientifically constructed, so that although they will make the motorcycle extremely silent, there will be no back pressure. The spring forks will be of similar construction as heretofore, while an entirely new free wheel will do away with springs and tend to reduce attention to details.

The tire equipment for the N. S. U. for 1910 will be such as to satisfy every whim. The imported Peter Unions will be supplied as well as "G & J" and "Morgan & Wright" tires. Mud-guards are very wide and have a long swing around each wheel so that absolute protection from mud and water is assured. Magneto ignition will, of course, be supplied as standard on all models. The Bosch and Eisemann magnetos will be used.

The new frames are of the original N. S. U. Keystone type, and will easily withstand the most rigorous tests or strains put upon them by rough roads. They will be exceptionally low. The handle bars will be of an entirely new design, with long and graceful sweep.

Buffalo is to have its third annual Power Boat and Sportsmen's Show at Convention Hall, March 21 to 30, 1910, inclusive, under the auspices of the Buffalo Launch Club. One of the prominent features each year is the comprehensive display of motorcycles and general sportsmen's equipment. A significant fact is the importance vested in this show by the motorcycle and bicycle dealers, who in previous years made their exhibits at the annual Automobile Show—where they are now conspicuous by their absence.

An effort will be made to induce every club having sporting proclivities, within

Stockton, Kan.—N. H. Bedard, a well-known plumber, has taken on motorcycles and a line of supplies. He is now

The famous N. S. U. two-speed gear will, of course, be available. Owing to the fact that these gears so successfully meet all requirements they have been adapted to many other makes of motorcycles during the past year, and have at all times given absolute satisfaction. In view of the fact that there is an enormous desire to do away with starting troubles, especially on sandy or bad roads, it is safe to predict an enormous demand for the N. S. U. two-speed.

The two-speed hub has proven itself to be entirely satisfactory, and will therefore be offered to the public in the same form as heretofore. A few improvements have been made, and, owing to its particular construction, it will no doubt be very successful on the heavier vehicles, such as side and fore-cars and delivery vans. The fact that the belt rim runs independently of the rear wheel allows the motor to be started without the use of a stand or other support. This is a wond of the N. S. U. two-speed hub.

The N. S. U. two-speed hub.

The N. S. U. side and fore-cars will also be offered for 1910 in practically the same lines as heretofore. N. S. U. delivery vans will also be in the market.

a radius of at most 200 miles, to attend this show in a body, for which occasions special nights will be set aside. In addition to a comprehensive display of marine motors, boats, hulls and their accessories, athletic paraphernalia, taxidermy, etc., the decorative features promise to be quite unique and handsome, and will unquestionably prove a revelation. The rates for floor space remain the same as formerly (60 cents per square foot), and the exhibitor will be given the advantage of three extra days' session, at no increase in the rental price. Dai H. Lewis, manager, 760 Main street, Buffalo, N. Y.

having two men travel throughout western Kansas and has sold equipment to over two hundred riders.



# SHOEMAKER MOTORCYCLE BELTS

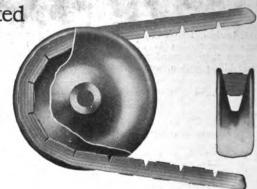
MANUFACTURED SOLELY BY

# APEX BELTING CO.

242 CHESTNUT STREET, PHILADELPHIA, PA., U. S. A.

Resist the action of water, oils and gases and are not affected by atmospheric and climatic con- Write ditions. Require Booklet no dressing of and any kind.

**Prices** 



W. G. CROWELL, FORMER CAPTAIN OF SWARTHMORE COLLEGE STAR FOOTBALL TEAM AND ALL-AMERICAN QUARTER BACK WRITES US:

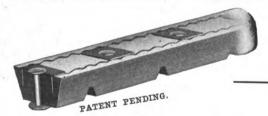
APEX BELTING CO., 242 Chestnut St., Philadelphia, Pa.

GENTLEMEN: I am employed as an electrical inspector of the Philadelphia Suburban Underwriters' Association covering Delaware, Montgomery, Chester and Bucks Counties in Penna., and Camden Co., N. J. The territory I cover on a single Magneto Merkel equipped with your Belt. I had nothing but belt trouble until using your make, and since then have covered 2,500 miles in all kinds of weather.

The Belt is as good as the day it was put on and I expect four times the distance.

Very sincerely

W. G. CROWELL.



### ALL BELTS MADE OF "BEAVER" LEATHER

Tanned from Selected, Imported Hides by a New Secret Process that produces a pliable but exceedingly tough, long-lived leather.

#### **FACTS**

OUR BELTS WILL NOT SLIP WHEN WET WILL OUTWEAR ANY OTHER BELT WILL STRETCH LESS THAN ANY OTHER BELT

### THE SHOEMAKER Non-Stretchable FLAT MOTORCYCLE BELT

Manufactured to meet the demands of those who prefer a flat belt drive. Requires no belt dressing, will not stretch, is strong, pliable and durable.

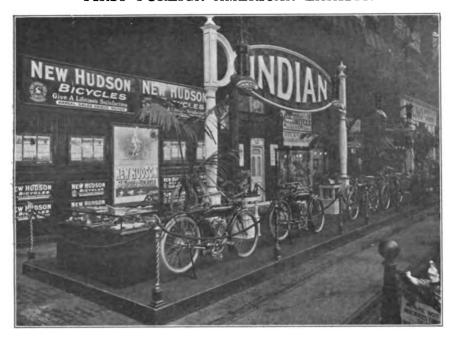
Not affected by water, oils, gases or climatic conditions.

Constructed of two plies of "BEAVER"
leather with a ply of non-stretchable
razor strop webbing in the center
all cemented together with a

waterproof cement, and stitched through with three rows of waxed thread

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#### FIRST FOREIGN AMERICAN EXHIBIT.



The Hendee Mis. Co.'s Exhibit at the Stanley Show Won the Highest Approval of Experts and the Public.

#### AN ELABORATE PUBLICITY CAMPAIGN.

The advertising campaign which the Emil Grossman Company, New York, has been conducting in exploitation of the Red Head spark plugs having resulted in a gratifying sale throughout the country, the accessory trade has been on the qui vive in anticipation of the plan that would succeed the distribution of owners' certificates among the registered motorists in the United States.

Thanksgiving Day was selected by the Emil Grossman Company as propitious for the announcement of its plan, and on that day "Uncle Sam" delivered to all in the trade the following:

"PROCLAMATION.

"Hear Ye! Hear Ye! Hear Ye!

"Thankful for the enthusiastic co-operation of the Automobile, Motor Boat and Motorcycle Dealers and Jobbers throughout the country, for the prosperous season we have just closed, we wish to show our appreciation in a substantial manner and announce the fol-

lowing Cash Prizes to be distributed during 1910."

Appended thereto is a prospectus of prizes to be awarded, viz.: Eighteen substantial cash prizes to the house whose catalogs embraces the best representations of the Red Head spark plugs, the hydraulic and spring action wind shields, red rib cables, swivel action bumpers and universal reel and peugeot chains; twelve prizes for newspaper and theater program advertisements and six special prizes to stimulate window dressers to create ingenious displays during the holiday season. Twelve prizes are also provided for the best show window and store displays between Jan. 1 and July 1, 1910, together with numerous other awards. Mr. A. G. Batchelder, editor of Automobile, and two general advertising men will be the judges. Cartoons for show window displays, hangers, cards, catalogs, advertising matter and electrotypes will be furnished gratis to all who desire to participate.

#### A \$300,000 COMPANY.

The New Era Autocycle Company has purchased from the New Era Gas Engine Company, of Dayton. Ohio, its real estate and a portion of its machinery, patents and good will pertaining to the latter's autocycle business, and will continue the exclusive manufacturing of the autocycle, which now has been on the market for a year and a half and has proved that the two speed transmission, free motor, a comfortable form seat, foot-board, a high and low speed and brake operated by the feet on the foot-board, and a 60-inch wheel base, are a howling success.

The 1910 models are now complete and ready for shipment, and with the many important changes that have been made on the new machine, such as a spring fork, Bowden wire grip control for both spark and throttle, and a 3½ and 5-h motor, the New Era should meet the demands and requirements of all riders.

The new company has organized with a capital stock of \$300,000, and has ample capital to push the sale and manufacture of its 1910 models. It has equipped its factory with the latest machinery, including a full set of jigs and special tools.

The directors and officers of the new company are: J. D. Platt, president; P. D. Schenck, vice-president; J. D. Platt, Jr., treasurer, and James Turpin, secretary. J. W. Stoddard, J. M. Hutton, E. F. Platt and E. S. Reynolds are directors.

#### **JL**

The B. F. Goodrich Co. have moved into their new quarters at 1780 to 1782 Broadway, New York. The new depot is in the heart of the motor market, is twelve stories high and hits you right on the eye as you walk up Broadway towards Fifty-seventh street. The Goodrich Co. advertised their removal in all the New York papers and invited all and sundry to call and inspect the structure.

The G. & J. Tire Company are just putting out their 1910 pamphlet. It is very artistic and, of course, of great value to all motorcyclists. When writing them, also ask for their little sheet entitled "An Ounce of Prevention Is Worth a Pound of Cure." All this is good stuff and every tire user should read it.

#### DIAMOND RUBBER COMPANY'S MOTORCYCLE TIRE.

The prominent place occupied by the Diamond Rubber Company in the automobile and bicycle tire field has led the motorcycling fraternity to look forward with a great deal of interest to the New Diamond motorcycle tire. That this new tire is worthy of the name "Diamond" has already been proved in the few months that it has been upon the market. In speaking about the Diamond tire, Mr. Harris, of the Akron office, says:

says:
"We found, of course, that our large
experience in making other tires was of
vast assistance, as was our knowledge



The New Diamond Tire.

of the correct chemistry of rubber; but at the same time in the motorcycle tire many new problems were offered. Particularly was it necessary to provide a tread that would be as nearly puncture-proof as possible and prevent skidding—at the same time always keeping the resilency of the tire up to the highest standard.

"We believe that the heavy gauge and heavy corrugations of the Diamond motorcycle tread take care of these two important points, without sacrificing in the slightest that most important consideration, namely, resiliency."



Some of the Members of the Live and G

# Where the Club Spirit Rules

A STRONG odor of gasolene in 175th Street the night of December 1 was traced to Ben Riley's Arrowhead Inn, where it was found to be due to the meeting and rabbit stew of the Gasoline Club of the Great White Way. Mr. Riley explained that motorcyclists could always be traced by their attar-of-roses gasolene; but that while he thought he would be able to continue the racket he had to let the odor out, as the cook said it confused him.

Over in one corner of the dining room Milton H. Cohen, clad in a patent air-tight fireman's breathing helmet and an accident policy, was incubating the rabbit stew in a hermetically sealed cupola furnace, while at a table in the center the tellers were counting the ballots of a vote just taken for officers for the ensuing year.

After Mr. Riley had been declared elected president, Thomas L. Walters, secretary and treasurer, James De Luxe, captain, and Mr. Brady, lieutenant, the "Tinkerites Quartette." composed of Eddie Carpentiere, Bob Dennin, Al. Waldron and Freddie Gebhard, sang "The Lay of the Inner Tire." While the room was being aired the "Magneto Quartette," com-

posed of Brady, Cooke, Goldfinger and Milton Cohen, sang "My Fickle Spark," while the stew was being turned loose.

Tom Walters, who said it was "stew bad he had eaten stew much." had his death sentence commuted to playing a cornet solo. He played "The Call of the Cops" with such realistic effect that Mr. Riley had to be pulled down from the rafters to make his great speech on "Old-Time Riders and Punctures," and "Diamond Jim" had to give his talk on "Life on the Hudson." Then Freddie Gebhard had something to say on "Tinkeritis and Jefferson Market," and Milton Cohen recited "Looking for Brady, or Glimpses Through the Bars."

Jim De Luxe was to have wound up with his remarks on "Carbureters and Stewed Rabbit," but after he had finished there were loud calls for the Lord Cook, who gave a quaint talk on "Training Diets," and illustrated it with the contrast between a German's and an Irishman's eating while training for a shooting match. The former's bill of fare "included wienerwurst soup with noodles and sauerkraut, while the Irishman, who confined himself to cheese and hickory nuts, won with his ears back."

SYRACUSE, N. Y.—The members of the local club, which was one year old on December 7, were entertained on the evening of December 3 by Captain George W. Fenner at his residence at No. 819 South West Street. The rooms were prettily decorated in the club colors and on the walls were cartoons of the members on the road. A flashlight picture was made by Mr. Fenner, after which refreshments were served. Last week there was a similar entertainment at the residence of another officer of the club, and at that time the prizes won at the New York State Fair meeting on September 18 were awarded. The annual banquet and election of officers will take place January 14.

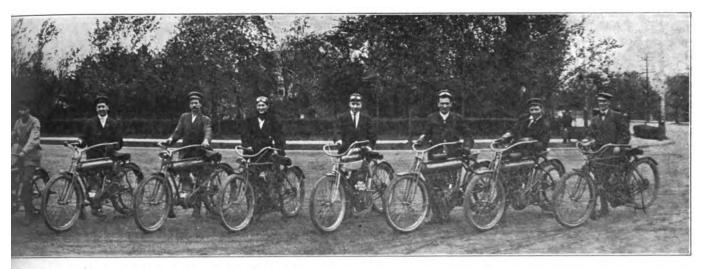
BECAUSE of the delay in finishing the grading at Tournament Park, the proposed Christmas afternoon racing meet of the Pasadena Motorcycle Club will be postponed until the first holiday after New Year's, barring Washington's Birthday, which will probably be occupied as usual by the annual Pasadena-Altadena hill climb up Santa Rosa Avenue. When the meet takes place it is expected that some support may be received from the crack racers who are trying out at the Coliseum in Los Angeles.

A T a recent meeting of the Poughkeepsie Club officers were elected, and it was decided to hold a smoker, which took place December 3 at the home of William Sherow, in

Arlington when this year's cup winners were presented with their trophies by President Harry English. It was decided to hold a run to Rhinebeck on January 1, weather permitting. The new officers are: President, Harry English; vice-president, Edward Ryan; secretary, Woodbury Gindele; assistant secretary, Herbert Gindele; treasurer, Nelson Bowne, and press representative, Clinton G. Price.

OUR readers are aware that Keene, N. H., is decidedly on the map in so far as motorcycle enthusiasm is concerned. Otherwise, the Keenites would not be in position to conduct a motor show all their own, and prove successful in the venture. The second Keene exhibition of automobiles, motorcycles, bicycles and accessories will be held March 2 and 3 under the auspices of the Consolidated Motorcyclists. All inquiries regarding space, etc., should be addressed to C. C. Wilber, manager, Keene, N. H.

THE Buffalo Club continues to increase its membership. At a meeting held Wednesday evening, December 1, a total of 127 members was reported. Officers for 1910 will be elected at the first meeting in January. Albert Johnhale, who has been appointed captain for the coming season, is a very active and arders motorcyclist, and the members think the riding end will be in good hands. Those who join the club before January 1 will be charter members.



th Side Motorcycle Club, of St. Louis.

# Clubs Should Affiliate With F. A. M.

WHY shouldn't we have more motorcycle clubs and more memberships in the F. A. M.? From what information the writer has been able to get there are hundreds of cities where there are enough motorcycle riders to organize good clubs, yet no one seems to have taken the initiative. Club runs, race meets and other events that are held by motorcycle clubs, are, in the opinion of the writer, the best kind of advertising that can be done to stimulate new interest and increase sales.

A little time spent by the dealers in establishing clubs should be worth while. The dealers who are active in club affairs should get a great deal of benefit out of it. It brings them in closer touch with the riders and it offers an opportunity for the different dealers in a city to work in close co-

THE motorcycle races at the Houston Motor Meet, November 27, though devoid of sensational finishes, were nevertheless interesting. The best showing was made by the Indian machines, entered by Austin W. Burges, local agent. Burges, on a twin Indian, in a race against time, made a mile in 1:22¾, establishing a Texas record for a half-mile track.

The first event was a two-mile race between twin Indian and Thor machines, one each being entered. The Thor was ridden by Charles Hogan, an amateur rider and a novice at the racing game, who is in charge of the motorcycle sales department for the Bering Company. Before the entry he had some trouble with the machine, and the best results were not obtained in the race. He was beaten by F. R. Casebeer, riding a racing Indian.

The track was in fairly good condition, although a wet place on the turn entering the home stretch added greatly to the danger and prevented fast time. The time of the first race was  $2.45\frac{1}{2}$ .

The swish of the riders as they whirled by the grand stand at a mile a minute speed was greatly enjoyed by the spectators, and the first motorcycle racing in Houston was considered a success.

The second event was a trial between a stock Thor and an Indian. The Thor, with R. D. Thurston in the saddle, was given a handicap the length of the home stretch. The Indian was piloted by F. R. Casebeer, and on the first half of the second round he caught up and passed the Thor.

A PHOTOGRAPH published in our December first issue was labelled "The Queen City Club of Cincinnati," when it should have been simply "The Cincinnati Motorcycle Club."

operation with one another. It would probably eliminate a lot of knocking and would put the business on a higher level.

Consider the number of automobile clubs there are throughout the country and what these clubs have done in the way of promoting events that have attracted the attention of the public and in stimulating many to produce cars. Also consider what the automobile clubs have done in the way of obtaining beneficial laws.

Why cannot the motorcyclists do on a smaller scale what the automobilists have done? A great many important things have already been accomplished by the F. A. M.; but why not make it stronger and do more? Why not establish more motorcycle clubs and affiliate them with the F. A. M.?

GEO. W. STEPHENS.

MOTORCYCLES and telephone and telegraph linemen as adjuncts to the city fire department, with the idea of saving lives and property and the prevention of injury to persons caught in burning buildings are now being considered by the Pittsburg city officials.

Frequently in the past year many people have been seriously injured by jumping from the second or third stories of buildings that caught fire at hours when the occupants were in bed. The plan to get aid to these even before the firemen and their apparatus arrive on the scene has been placed before the city officials by Elliot J. Denton, a telephone lineman, who performed heroic service in rescuing apparently doomed people when the Blanck building collapsed on Penn avenue, East End, a short time ago.

The plan of Mr. Denton, which has been placed before Director of Public Safety John M. Morin, is to station at the principal engine houses in the city in each of the major districts an expert lineman who can control a motorcycle and, if necessary, break all speed records in getting to a fire. As soon as an alarm is sent in, it will be the duty of the lineman-cyclist to get to the scene of action, and get there quickly, too. He will be provided with a long coil of rope, attached to which will be a heavy weight.

In case there are any persons in the burning building his first duty will be to effect their rescue, which can be performed in a very simple and expeditious manner.

MEMBERS of the Macon (Ga.) Club have made plans for holding a series of races at the Central City Park mile track during the Christinas holidays, provided the park track can be secured.

#### INTERMITTENT RUNNING-OVERHEATING.

Y machine has developed a peculiar trouble. The machine runs all right at moderate speeds, but if I speed up any it will soon slow down. After running slow for a while it will pick up again, running at a good speed for a time and then slowing down again. It keeps repeating this performance.

I thought that it was the float, so I raised it as much as it would stand, without flooding. But this did not help matters any. Another thing that has fooled me is its refusing to pick up speed when the spark is advanced or retarded. Advancing or retarding the spark does not vary the speed as it ought to. El Paso, Texas. JAMES LEE HIBBERD.

The symptoms which you describe may be due to a number of causes, chief among them being over-heating, caused either by carbon deposits on the cylinder, faulty lubrication or improper valve lift. Over-heating may be the result of other irregularities, although that may not apply in your case. Here, however, are a number of reasonable probabilities:

If overloading be the real trouble, this is easily ascertained by using an adjustable pulley. Suppose you try a hill with the gear ratio set at, say, four to one. The machine sticks on the worst knuckle pounding, thumping, knocking, getting somewhat too warm. You descend, lower the gear ratio to five and a half to one. With a lower gear and a reduced speed on the foothill stretch the machine would obviously get much hotter on the second ascent, if overheating is the trouble. But, as a matter of fact, she keeps cooler and reaches the top without help from the pedals. She snuffed out the first time because the high gear slowed the engine, and at the slow speed the engine did not develop enough power to carry its load up the hill. Give her a lower gear and she will develop more power.

' If a lot of stale gas, at an almost flaming temperature, remains in the cylinder after each firing stroke, there is bound to be trouble; such trouble will be due to warping of the engine by retention of heat and to scarcity of room for a fresh charge of clean, cool gas. Make sure the muffler is clear; if the holes are stuffed up with mud and caked carbon, there will be excessive back pressure. Make sure the exhaust valve is getting its full lift, both in height and duration. The valve may have shortened by "spreading" its toe under the constant hammering. Ditto with the tappet. Perhaps the cam is plowed up through the case hardening being worn through. Perhaps the cam shaft brushes are worn oval, and the shaft is thereby dropped away from the valve toe. Perhaps the valve stem is a tight fit in its guide, and, getting expanded by heat, sticks up for a fraction of a second, thereby reducing compression. Nearly all these defects reveal themselves to the practised ear, as they muffle the sound of the exhaust.

Sometimes a projection inside the combustion chamber gets incandescent with heat. It may be a bit of porcelain off the spark plug, a rough edge carelessly left on the casting, a scrap of carbon, what not. It will fire the fresh gas before the piston is half way up on the compression

stroke. A good cleanout is the cure.

Sometimes carbonized deposits will coat the piston and evlinder so evenly that there won't be any pre-ignition at all. But the effect of this is to raise the compression ratio of the engine; and the greater the compression the more the heat. Scraping soon puts things to rights.

But a leaky compression spells two troubles-slower pace (i. e., less cooling draught) and a wider opened throttle (i. e., more heat). Thus a weak compression distinctly leads to overheating, albeit of a milder order than the foregoing causes. The remedy is to overhaul the valves, piston rings and washer joints.

Any surplus supply of gasoline is liable to produce overheating, because imperfect combustion generates heat, and the rider generally fails to cope with it by increasing both the

supply of lubrication and the supply of extra air.

Sometimes a machine will behave all right so long as the owner does not try to burn the road up; but if he makes a long dash at speed, his engine will run hot, knock and call for a long cooling stop. If the engine normally behaves itself, this is due to one or both of two things. His air supply is incorrect when the throttle is wide open, and, in this case, filing out the airholes a trifle will probably work a cure. Otherwise he has forgotten to increase his lubrication in proportion to his speed.

Under lubrication or the use of anything other than the kind of oil adapted to motorcycles; retarded ignition, inefficient cooling and too tight piston rings are also often responsible

for overheating troubles.

#### BEST MACHINE, ETC.

P. TAGGART, White City, Kansas.—You will have to pay 45 per cent duty on the full value of any new machine you bring into this country. You cannot include it among your personal effects.

The machine you mention is fitted with a two-speed gear, but not, so far as we know, with a free engine. It is well

adapted to side-car work.

We cannot, for many reasons, tell you which is the "best" machine. We believe, with Morton, that a man has to be fitted with a motorcycle just as he is with a suit of clothes. His own personality and his environment are all-important considerations. Moreover, "who shall decide when doctors disagree," as they always will regarding motorcycles. We would suggest simply that you carefully peruse the Show issues of this paper, in which all of the 1910 models will be exhaustively described.

#### FITTING ELECTRIC LIGHT.

H. HUNTSBURY, Cleveland, O.—We doubt whether it it practicable to fit an electric lighting "plant" to your machine. If you use a dynamo, as you suggest, you will find it practically impossible to gear it down to the proper rate of revolutions, viz: 600 or 700 per minute. Even if, by using a large pulley, you were able to do this, the lights would be likely to go out at slow speeds, while the delicate filaments which the incandescents contain would be destroyed when your machine was run at a rapid rate of speed. On the other hand, storage batteries are not available on a motorcycle on account of their weight.

#### EXHAUST WHISTLES.

JOHN HUBER, Crestline, O.—Exhaust whistles may be had from the Motorcycle Equipment Company, Hammondsport, N. Y., or the M. M. Branch, Buffalo, N. Y. We understand that they give the right kind of a signal although, of course, they are not as noisy when the machine is running slowly as they are when it is being speeded up. æ æ

LELAND WRIGHT.—We believe that your final letter contains the real solution to your troubles. Having reduced the gear of your machine, you ought to get relief by thinning the cooling flanges. However, see notes on overheating, printed elsewhere on this page.

# IT IS UP TO YOU

You are the buyer, the man to whom we look for approval. You decide whether the efforts we make to build the very best motorcycle we know how are successful or not. We could talk till doomsday, but if the M. M. were not in itself convincing all the advertising we could do this year, or next year, or for five years, wouldn't sell our output for the next six months. Therefore we say "It is up to you."

We know the M. M. "4" for 1910 is absolutely the finest touring motorcycle that has ever been marketed, anywhere, and we are going to let it talk for itself. If it doesn't talk strong enough, or convincingly, in good straight dollars and cents motorcycle value language, then we lose.

The M. M. "4" is the touring machine par excellence. It will take you over the road just as fast as you want to go, and then some. It will do it day in and day out, month after month. The new "4" M. M. motor is far and away in advance of any motorcycle engine month. The new "4" M. M. motor is far and away in advance of any motorcycle engine in use to-day. It is a big motor for a single, but it is not a sluggish one. It does not turn over at excessive speeds. It is so designed as to develop its maximum power at a moderate number of revolutions. Because of these things, combined with roller bearings throughout, 1% inch mechanically operated valves, 30 pound flywheels, automatic oiling system, M. M. special gray iron castings, domed piston, etc. etc., it is a motor that won't wear out.

You will find more modern improvements in the M. M. You will find the new ideas in the M. M. first. For instance, see the new M. M. automatic stand. It lifts of its own accord and latches automatically. Note the emergency fuel tank on the 1910 M. M. Note the other M. M. features, and just remember please that you saw them in the M. M. first. You don't need to take our word for these things. Just visit an M. M. agent and compare the new "4" with any motorcycle, no matter where it is made or what the price is.

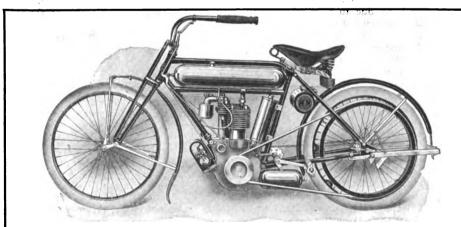
If you have not as yet received literature describing this model ask us to send it at once. We have advance circulars ready.

### AMERICAN MOTOR CO., 716 Centre St., Brockton, Mass.

Member Motorcycle Manufacturers' Association

#### DISTRIBUTING STORES:

American Motor Company, 178 Huntington Ave., Boston, Mass.; Geo. P. Jenkins, 10 W. 60th St., New York City; L. E. French, 895 Main St., Buffalo, N. Y.; G. M. Greene, Mgr. Am. Motor Co., 1536 Michigan Ave., Chicago, Ill.; American Motor Co. of Texas, M. M. Building, Dallas, Tex.; Lincoln Holland, 1034 So. Main St., Los Angeles, Cal.



m. m. "4"

Mechanical valves. 30.50 cubic inches. Roller bearings. Automatic mechanical oiler. Automatic stand. Original M. M. spring fork. Emergency fuel tank. Flat or V belt drive. Low frame. Large tires, etc., etc. Price, \$225.

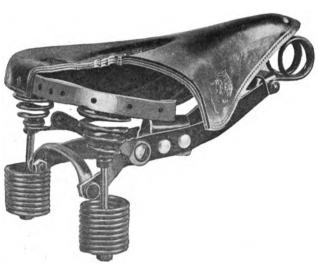
#### NEW MESINGER SADDLE REINFORCED

The illustration shows an important feature which will characterize all Mesinger standard motorcycle saddles next season. The heavy reinforced middle part is of oak-tanned sole leather, which runs from front to rear and is skived to a feather edge towards the flaps or sides. This combination of a threeply top prevents stretching and holds the top in its original form.

All Mesinger saddles are guaranteed for one year, and parts will be supplied for one without extra charge.

A new tilding clamp is also added to the 1910 line to permit securing the saddle to a straight upright or vertical post. Spring changes have been made to give the lowest position and to allow shifting the saddle forward or backward as desired.

Topeka, Kan.-J. C. Harding & Co., of 833 Kansas avenue., who have long been agents for bicycles and sewing machines, have taken on the agency for the Yale.



W. F. Mann has disposed of his Yonkers, N. Y., store to A. A. Hanna, who has managed the place for some time. Mr. Mann will devote all of his time to the Boston business, that of the W. F. Mann Motor Company. Hanna will have the Indian agency for Yonkers.

Benjamin F. Howard, M. M. agent, has moved from 38 Belleville avenue, Newark, to Grove avenue, Verona, N. J.

#### KELLOGG'S PLANS.

On the first of the new year Stanley T. Kellogg, Eastern representative of the Excelsior Supply Company, makers of the sturdy Excelsior autocycle, will open up a branch office at 443 Fairfield open up a branch onice at 445 ranness avenue, Bridgeport, Conn., where he will carry a complete line of Excelsiors, ac-cessories, parts, etc. Of course, his headquarters will continue to be at 2312

Broadway, New York.

Mr. Kellogg announces that he has appointed Philip Desent & Co. to succeed Kenneth Moore in Montclair, N. J., as the company's representative there. Mr. Moore is about to go into another business.

The Excelsior folks, through Mr. Kellogg, have renewed their agency contract with M. T. Dill, a progressive New Haven dealer. The latter expects to dispose of at least twenty-five Excelsiors in New Haven next year. He reports that the motorcycle is growing in favor with the students at Yale University, where sales are bound to be versity, where sales are bound to be brisk next season.

The Harley-Davidson Motor Company feel very pleased over an order received from the Appeal Manufacturing & Jobbing Co., of Los Angeles. Their satisfaction lies in the fact that the order is for a carload of Harley-Davidsons, this being the first carload order the firm has ever received. The Appeal Company specifies G & J tires and Troxel saddles exclusively.

# 1910 NEW ERA AUTO-CYCLE

TWO YEARS FROM NOW every rider will want his Auto-Cycle equipped with a Two Speed Transmission and a Free Motor, Motor started by means of a crank, no pedals, comfortable upholstered Form Seat and Foot Board, which value is Universally Recognized by Experts.

BUT WHY WAIT TWO YEARS? WHY WAIT AT ALL? When today, you can buy a New Era with a Most Efficient Two Speed Transmission and Free Motor.



Patent Pending.

The Excellence of its Material and Beauty of Workmanship were proven in the F. A. M. Endurance Run in which the rider of the New Era was awarded a gold medal; Hills, Sand, Bad Roads, Crowded Streets—All these were easily negotiated by riders of the New Era Auto Cycle.

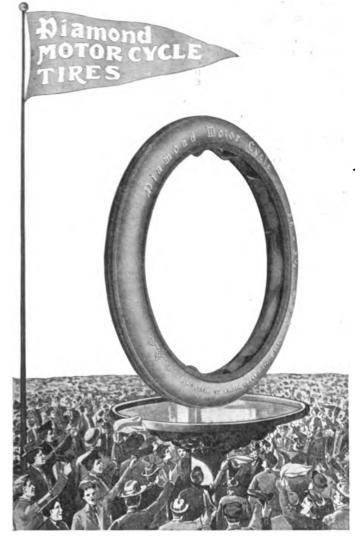
LIVE AGENTS HANDLE AN UP-TO-DATE AUTO-CYCLE. The Two Speed isn't Simply Coming—it's already here, and right Here in the New Era Auto-Cycle. Others will follow in our footsteps but, Mr. Dealer, Isn't it Better to Lead? If you think so, and if you are wise, that Is Your Opinion. You will write for an Advance Circular and our Agency Proposition.

We will exhibit in Space No. 614 at the National Automobile Show at New York, January 8 to 15, 1910.

### THE NEW ERA AUTO-CYCLE CO.

7 Dale Avenue

DAYTON, OHIO



# Royally Welcomed

THE NEW

# Diamond

**Motorcycle Tire** 

¶ Diamond Automobile Tire prestige has given us a big hold on the Motorcycling public—

It is deserved but—the Diamond Motorcycle Tire is ITSELF worthy of your careful consideration and confidence

# LONG LIFE AND MILEAGE

THE DIAMOND RUBBER CO., AKRON, "OHIO



New Catalog upon request.

#### JOYOUS REUNION OF CHICAGO'S CLAN EXCELSIOR.

Excelsior Supply Company invited the Chicago riders of the Excelsior autocycle to a dinner served in one of the concert gardens. They were unfortunate in that a heavy rain kept many of the guests away, and only about thirty members of the clan lined up for the feast. The company repeated this affair on Sunday, Nov. 28, and the weather man, not to be outdone, duplicated his program; for the morning broke cold and cloudy and a drizzling rain set in before 8 o'clock and lasted practically all day. However, in the face of these unpleasant conditions, eighty-eight loyal members of the Clan "reported for duty." It had been decided to make this occasion the formal opening of the new Excelsior factory, and the dinner was served in what will be the motor assembling department.

be the motor assembling department.

While most of the assemblage used the street cars as a method of transportation, there was still a goodly number who showed their gameness by facing the weather. Prominent among these was the new motorcycle squad of the police department, and officers O'Connor, Burns and Borgersen were on

The Cartridge Coil Company, 5 Mechanics street, Lafayette, Ind., has placed on the market a coil for motorcycles that requires but two dry batteries for its operation. The company's principal claims for this coil are as follows: First, that it removes four pounds of weight from the machine; second, being made

the job in full uniform. Three other Chicago police officers, S. McMahon, Frank J. McMahon and Harry R. Walker, were also on hand. Of these, Officer S. McMahon claims to be the heaviest regular user of a motorcycle in Chicago. He is sixty years old and weighs 275 pounds, yet he rides his machine nearly every day, both in the city and on extended trips through the country.

The man who was unanimously awarded the palm for sticking to the job was John Gordon, of Lake Forest, who, in spite of the rain, rode in a distance of nearly fifty miles from his home to the factory, and back again in the evening after the dinner.

The gathering was an enthusiastic assemblage of Excelsiorites who came for the purpose of extending their acquaintances in the clan and in order to inspect the new factory. The latter was somewhat of a surprise, as few of them realized the extent and facilities of this plant. The original quarters on Randolph street had been badly crowded even by the end of 1908, and during the season just passed new space in an adjoining building was added, but even

the same size as a dry cell, it may be placed in the battery can in the space usually occupied by the third cell; third, that the new electrical principle involved insures greater life to the batteries and better ignition from the spark produced.

better ignition from the spark produced.

The manufacturers of this coil claim that actual tests have been made show-

that failed to meet the requirements. The new plant is one of the most complete and finely equipped machine shops in the country. More than \$100,000 worth of fine machinery was moved from the old location and over \$160,000 worth of new equipment has just been installed. There is \$20,000 worth more to come.

After devoting an hour to the inspection of the plant, mess call was sounded and the Clan discussed the efforts of the caterer. Various plans for next season tending to further the enjoyment of the motorcycle were formulated, and the Clan will hold a number of runs, starting with a New Year century.

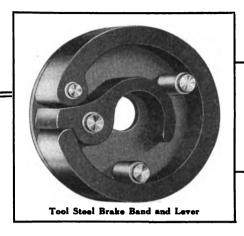
Clan will hold a number of runs, starting with a New Year century.

On New Year's Day, 1909, two Excelsior riders, Jos. De Salvo and N. C. Anderson, made the run with the Chicago Automobile Chub, and unless the boys lose their herve this time there will be a number of the Clan Excelsior racing for the New Year record of 1910.

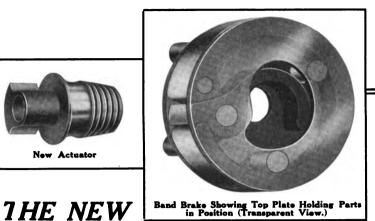
A few of the old-timers addressed the diners, telling their experiences and the satisfactory results rendered by their Excelsior autocycles. In fact, the dinner became an "experience meeting," in which each one was anxious to testify.

ing that over 1,200 miles have been covered with a machine on which one of these coils was placed, and at the end of 1,200 miles the machine could still run at a high speed without showing signs of missing, and, furthermore, that it could be started with the first revolution of the pedals.









# NEW DEPARTURE

INTERNAL EXPANDING BAND COASTER BRAKE For MOTORCYCLES—THOROUGHLY DEPENDABLE

### BECAUSE IT IS:

POWERFUL---Will stall high powered motors POSITIVE---Responds instantly to back pedal pressure

PRACTICAL---Efficiency has been proved by severe road tests

Will not bind or lock. Will not cut into brake drum Will not "feed up" or drag pedals when coasting Will not fail to operate because of overheating

THIS IS THE BRAKE YOU OUGHT TO HAVE It is the Brake you WILL have after you have learned what it is. WRITE FOR FOLDER

# THE NEW DEPARTURE MFG. CO.

Coaster Brake Licensors BRISTOL, CONN.

# TENTH NATIONAL AUTOMOBILE SHOW



Madison Square Garden, New York City

January 8-15, 1910

Under the Auspices of the



# Association of Licensed

# Automobile Manufacturers

¶ There will be shown a complete line of GASOLINE AUTOMOBILES manufactured under the Selden Patent, ELECTRIC CARS, COMMERCIAL VEHICLES, TAXICABS, etc. A full line of TIRES, ACCESSORIES and PARTS.

The only complete

# Exhibition of Motorcycles and Accessories

to be shown in New York in 1910.

¶ The following Manufacturers of Motorcycles and their Accessories will exhibit:

Merkel-Light Motor Co. Excels
The Consolidated Mfg. Co. The
N. S. U. Motor Co. Excels
American Motor Co.
Hendee Mfg. Co.
The Herring-Curtiss Co.
Harley-Davidson Motor Co.
Reading-Standard Co.
Aurora Automatic Mchy. Co.
Greyhound Motor Works
The Pierce Cycle Co.

Excelsior Supply Co.

The New Era Gas Engine Co.

Eclipse Machine Co.

F. A. Baker Co.

Royal Motor Works, Inc.

The Miami Cycle & Mfg. Co.

Emblem Mfg. Co.

Marvel Motorcycle Co.

y. Co.

Reliance Motorcycle Co.

S. D. Mfg. Co.

The Pope Mfg. Co.

# NOT AN EXPERIMENT BUT A PROVEN SUCCESS

THE

# CORBIN

# BAND BRAKE

For Belt or Chain Drive Motorcycles is Superior to All Others in

# Principle, Strength and Reliability

C-O-R-B-I-N SPELLS BOTH QUALITY AND WORKMANSHIP



#### AGENTS AND RIDERS—

Handle and Use a Brake Whose Success Has Been Demonstrated by Thousands. Quotations on Request.

WAREHOUSES—106, 108, 110 Lafayette St., New York; Northwest Corner Eighth and Arch Streets, Philadelphia, Pa.

Model 9

# The CORBIN SCREW CORPORATION

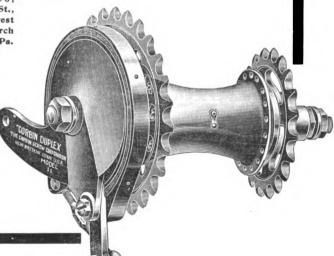
Licensed Coaster Brake Manufacturers

NEW BRITAIN, CONN., U. S. A.

THE CORBIN SCREW CORPORATION OF CHICAGO

107-109 Lake Street

Chicago, III.



### MOTORCYCLE MART: IT SELLS THE STUFF.

One time, three cents a word; twice, two cents a word each insertion. If printed in bold type, five cents a word. Agents' cards, five cents per word, if published once; oftener than that, three cents per word each insertion. No advertisement for less than fifty cents. Cash with order, always.

#### FOR SALE OR EXCHANGE

WANTED—Bicycle repair man, one familiar with motor-cycle work preferred. Steady job to experienced, capable man. State references, age and wages required. H. R. Olmstead & Son, Syracuse, N. Y.

MUST SELL like-new motorcycle, 1909 model brand new engine; well equipped with extras; worth \$150; make offer. Chas. H. Rennie, 717 W. 87th street, Chicago, Ill.

FOR SALE—One 1909 model 3½ h. p. Curtis in first-class condition; horn, lamp, pump, repair kit and good outfit of tools; a bargain; spring forks and stand. William Miller, Monroe, Neb.

FOR SALE—One twin 1909 5 h. p. Indian; loop frame; a bargain at \$150. Chas. Grow, Oregon, Ill.

FOR SALE OR EXCHANGE-1909 N. S. U. 6 h. p. twin, magneto, tandem attachment; horn, tools, speedometer. \$370; will take \$300, or any good make auto. Write A. Block, 80 Stockholm street, Brooklyn, N. Y.

FOR SALE—Three h. p. Thor, new this spring; excellent condition; need the money; \$125 takes it. Write M. Anderson, 71 Batavia avenue, Batavia, Ill.

FOR SALE-1909 Indian twin magneto, full equipment, foot rests, perfect order, chain drive; crated ready for shipment, \$200. Chas. H. Thompson, Jr., 157 Pelham road, Germantown, Pa.

FOR SALE-M. M. 31/2 h. p. motorcycle, runs as good as new and looks almost so; new tires, complete with extra parts; first check for \$85 gets it; big bargain; F. O. B. E. S. Clark, Paris, Texas.

FOR SALE—One Merkel 3 h. p. motorcycle; also one Curtiss 3 h. p. Write for particulars. H. M. Stevens, Alma, Neb.

FOR SALE-One 1909 model Excelsior motorcycle; price, including lamp, etc., \$145.00, which is \$25.00 less than actual value. Inquire of Wm. G. Lauterbach, Mendota, Ill.

WANTED-BY LEADING MOTORCYCLE FACTORY, A FIRST CLASS MAN ON MOTORS, CAPABLE OF HANDLING HELP, THOROUGHLY ACQUAINTED WITH MOTOR CONSTRUCTION IN ALL ITS PHASES, INCLUDING ASSEMBLING, TESTING. ADDRESS BOX M. A. C., MOTORCYCLE ILLUSTRATED.

#### 1910-MESINGER-1910 MOTORCYCLE SADDLES

CAVALRY and STANDARD

H. & F. Mesinger,

TORPEDO MOTORCYCLES

WHY HESITATE? Unless you ride the BEST you cannot be a SATISFIED MOTORCYCLIST. You know there can be but one BEST and that is the TORPEDO. Write for catalog and agent's terms.

The Hornecker Motor Mfg. Co. Geneseo, Ill., U. S. A.

1801 First Ave., New York

McLaughlin & Ashley 2384 Broadway, N. Y. Tel. 3141 Riverside N. S. U. and Merkel Motorcycles 1910 Models ready for delivery

Expert Repairing at Reasonable Rates. Parts and Accessories Storage

#### AGENTS CARDS, ETC.

MOTORCYCLES thoroughly overhauled and repaired; agents for Thor and Excelsior motorcycles; supplies and sundries. Brazenor & Ruderman, 849 Bedford Avenue, Brooklyn, N. Y.

M-M and R-S MOTORCYCLES-East End Cycle Co., Highland & Beitler, near Centre avenue, Pittsburg, Pa.

SECOND-HAND M. M. BARGAINS-Exhaust Whistles, Hand Idlers. M. M. Branch, 895 Main street, Buffalo, N. Y.

DISCOVERED-The motorcyclists' best friend on a windy night. A positive stormproof lamp lighter, once used, never without; finest thing in the world for smokers; only 25 cents; sent prepaid for 40 cents. Tiger Cycle Works Co., 782-Eighth avenue, New York City.

B. & C. Two-Speed and Free Engine Gears; Ideal equipment for Motorcycles. Bushnell & Cannon, 1268 E. 80th place, Cleveland, Ohio.

FOR SALE—New 5-h.p. twin Indian, \$200; second-hand 5-h.p. twins, \$125 up; singles, \$75 up. F. B. Widmayer Company, 2312 Broadway, New York City.

#### HELP AND SITUATIONS WANTED

WANTED-A sober, competent man, who thoroughly understands motorcycle constructing and the designing of same; also capable of making drawings. A good opening for the right man. Address, Motorcycle Illustrated, Box 10.



#### New Edition-Just Out Construction Management and Care of Motorycles."

Revised and Enlarged 60 Pages--25 Cents Motorcycle Publishing Co. 299 Broadway, New York

# It Takes Experience To Build First-Class Speedometers Jones built the first one, and he has been improving them ever since. See that you get the Jones Speedometer

JONES SPEEDOMETER DEP'T, UNITED MANUFACTURERS, Inc.

Broadway and 76th St., New York



# EXCELSIOR AUTO-CYCLE

# The Practical, Reliable, Serviceable ONE MAN RUNABOUT

Has added another season of absolute dependability to its well merited title.

The One That Always Makes Good.

To give a list of perfect scores in public road tests would name practically every big run held this year, and its speed record in the hands of bona-fide private owners has repeatedly shown its superiority to all but the specially built racers.

### **EXCELSIOR OWNERS are HAPPY OWNERS**

Ask One and He Will Tell You Why

Our catalog tells the rest

# EXCELSIOR SUPPLY COMPANY

233-237 Randolph Street, CHICAGO, ILL.

Established 1876

Eastern Distributor, STANLEY J. KELLOGG, 2312 BROADWAY, N. Y

# We Have Built Up a Reputation

adir itti Mec Which Will Make Our 1910 Sales Phenomenal

# **NEXT YEAR'S DEMAND**

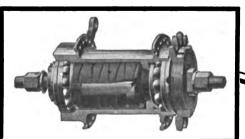
FOR OUR BRAKES WILL PLEASE AGENTS WHO HANDLE THEM

MR. AGENT: Do you want to be one of the profit-sharers? MR. RIDER: Do you want to ride in safety and comfort?

THEN WRITE US FOR PARTICULARS

WE SHALL EXHIBIT AT THE MADISON SQUARE GARDEN SHOW-—SPACE 615, AND WE SHALL BE PLEASED TO HAVE DEALERS CALL ON US.

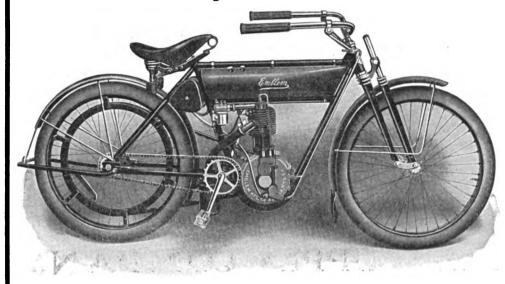
ECLIPSE MACHINE CO.



Elmira, N.Y.

Licensed Coaster Brake
Manufacturers

# CLASS, STRENGTH AND SPEED Are all Conspicuous in the 1910 EMBLEM



# Our New Model, the 7 H. Twin

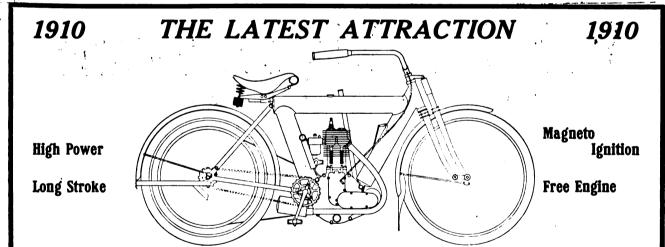
Completes a Trio of the Best Machines for the Prices on the Market.

Fitted for both V and flat belts; 55 in. wheel base; battery and coil tank occupying the entire space between the seat mast and the rear wheel guard; the front lower main tube is slightly curved to conform with the curve of the front wheel guard; magneto if desired.

Write for our catalogue and our Agency proposition !

EMBLEM MANUFACTURING COMPANY,

ANGOLA, N. Y.



# The Pierce Single Cylinder Motorcycle

This machine is the result of much experiment and reflects the latest scientific knowledge in motorcycle construction. "Pierce-craft" is embodied in the design and construction of each piece going into the manufacture.

The FOUR CYLINDER is the most advanced motorcycle construction offered by any manufacturer in this country or abroad.

The Free Engine and Two Speed Sliding Gear transmission are the new features for 1910.

Ask for 1910 advance catalogue and, if a dealer, for money-making agency terms.

Pacific Coast Branch OAKLAND, CAL.

THE PIERCE CYCLE CO., Buffalo, N. Y.

### SPARK COILS, SPARK PLUGS, SWITCHES, TIMERS AND DISTRIBUTERS AND MAGNETOS

MADE IN AMERICA

HAVE NO SUPERIOR IN THE MARKET



The following testimonial was recently received by the Pittsfield Spark Coil Co., unsolicited.

"Columbus, Ohio, Oct. 11th, 1909.

"PITTSFIELD SPARK COIL CO.,
"Dalton, Mass.

" Gentlemen:-

"I think you will be interested to know I am using the best coil "PITTSFIELD," on my run from San Francisco to New Orleans and New York.

Orleans and New York.

"I have covered 5,763 miles, 2,022 on railroad cross ties, and have had a terrible trip. Have been out thirty seven days and had no ignition trouble. Your coil has stood unreasonable endurance, exposed to water, heat and cold in many States.

"I am an old-time rider and one who knows a good thing.

"Yours truly.

(Signed) "H. F. MERIWEATHER."

Write today for particulars, catalogues, price lists and

instructions.

Magneto Spark Plug A Line of Pittsfield Goods is carried by H. V. Greenwood, 186 Lake Street, Chicage

PITTSFIELD SPARK COIL CO., Flansbury Ave., Dalton, Mass.

Sales Representatives: New England, W. J. Connell, 36 Columbus Avenue, Boston. Atlantic States, Thomas J. Wetzel, 17 West
42nd Street, New York. Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake Street, Chicago Michigan,
L. D. Bolton, 319 Hammond Building, Detroit. Pacific Coast, The Laugenour Co., San Francisco.



THE motorcyclist is fast learning what the automobilist learned years ago.

A poor light is both a nuisance and a standing invitation to accident, danger and expense.

Prest-O-Lite is not expensive. And it has a big insurance value.

The light is unwavering, reliable.

The flame neither flares up nor dies down, no matter how many bumps. The cleanliness and convenience are your clear gain. Simply turn the gas off and on, like a gas jet.

The Prest-O-Lite Motorcycle Gas Tank is 12 in. long and 4 in. diameter. Weighs 7 pounds. Holds 10 ft. of gas-40 hours of light.

FULL TANK 75c. (In Exchange for Empty)

Thirty-day trial plan. See your dealer, or write us.

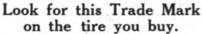
The Prest-O-Lite Co., 246 E. South St., Indianapolis, Ind. Branches at New York, Boston, Philadelphia, San Francisco

and Cleveland. 3,000 Exchange Agents

This tank can also be used on automobiles as a reserve supply, carried in the tool box









G & J BAILEY TREAD

# GET WISE—If You Intend Buying a New Motorcycle

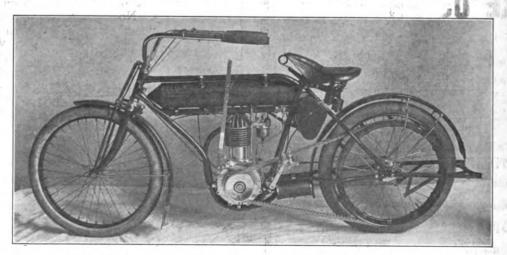
In the first place see that the machine you order is equipped with

### DOUBLE CLINCHER RIMS

■ Double Clincher Rims are better because they are stronger and do not get out of alignment. They also hold the tire on more firmly. They protect the tire from the ends of the spokes, also prevent sand, grit or water from working in under the clinches and damaging the tube or fabric of the casing.
■ Don't overlook specifying



# Reliance 1910 Model C.-List \$225.



2 Speed Grar and Free Engine Pulley, a perfect device, neat and effective; 4 to 1 on high, 9 to 1 on low. The greatest advance in motorcycle construction that has been brought out in years. We will show Models C, 3½ H. P Single; F, 4½ H. P. Single, and E, 7 H. P. Twin, at New York Show, Space No. 161, and Space No. 1 at Chicago.

### RELIANCE MOTORCYCLE CO.

OWEGO, N. Y.

# AN ESPECIALLY MADE Motorcycle Magneto

# Herz High Magneto

Is the Smallest, Lightest and Most Efficient Magneto Ever Made



The most perfect type of ignition obtainable. No starting device, timer, or coil required. Generates a very hot spark and real arc flame. A marvel of fine workmanship. All parts interchangeable.

# AKE US PROVE

A Year's Guarantee Goes With Every

## **HERZ-PLUG**

"BOUGIE MERCEDES"

It is proof against oil or soot; self-cleaning. Forms part of your motor, same as the pistons. Needs never to be taken out.

The Indestructible Stone is PERPETUALLY Guaranteed

Special Motorcycle Type

\$1.50 Postpaid

HERZ

Engineers.

Corner Lafayette and Houston Streets **NEW YORK** 

**VIENNA** 

FREE—Our New Ignition WRITE FOR IT

# This is what Herbert F. Meriwether. the coast to coast rider, thinks about Morgan & Wright Motorcycle Tires.

New York, N. Y., Nov. 27, 1909. Messrs. Morgan & Wright, Detroit, Mich. Gentlemen:

I think you will be interested to know of the great success I have had with your tires in my long trip from San Francisco to New York, via New Orleans. My machine is a Reading Standard, 08-3½ single cylinder and on which I had specified Morgan & Wright 2½" Bailey Tread Tires, and I also carried one extra casing and tube.

I have just arrived in New York after

covering a distance of 6,049 miles, of which 2,202 miles were on railroad track, mostly built of crushed rock, oyster shell and slag ballast. My actual riding time has been forty-five days, and during the entire trip my tire trouble has been but a trifle. Upon my arrival in Memphis, Tenn., after covering approximately 4,500 miles, the treads showed signs of the severe usage they had been put to, but as the fabric was in almost perfect condition, I thought it advisable to have them re-treaded, which I did, and from there here they lasted great and are good for at least 1,000 miles more. My machine weighed 225 lbs. and my weight is 185 lbs., making a total of 410 lbs., which these tires had to hold up over rough railroad tracks, and impassable trails during the entire trip. No one has any idea of what the hardships of this trip have been and the terrible test I have put the M. & W. tires through, and I now find myself at a loss for words to show my appreciation of your tires, and know I can never do them justice in my highest recommendation to all riders who are overlooking the good thing and who wish to avoid the old story of tire trouble.

I assure you your tires have been a great satisfaction to me and I take this manner of thanking you, as there is absolutely no doubt but that you are manufacturing the best tires ever made, and that you can depend upon me for a long and loud booster of MORGAN & WRIGHT GOOD TIRES

Very sincerely yours, HERBERT F. MERIWETHER.

Signed and sworn to in the presence of M. E. CONNER, Notary Public. 11/27/09 No. 226 N. Y. C.

MORGAN & WRIGHT. Detroit

# YOU CAN ALL

HAVE AN



# TWO SPEED

You have never enjoyed real motorcycling unless you've had on your machine an N. S. U. two speed and free engine gear. Don't let enthusiasm rob you of the idea it is not necessary; don't let any one tell you that it's too complicated for any use; remember, too, that you must do away with all this worrying regarding starting, hill climbing, sand riding, etc., and that the N. S. U. is the only two speed gear that can do it, and do it well.

#### THE PROOF OF THE PUDDING

Is it great? Well, I should say; I consider the ideal touring machine must have a two speed gear; mine has, although the make of motorcycle I ride does not supply them. I ride a — 3½ h.p. and had the two speed applied at a small expense. The gear can be attached to ANY V BELT DRIVEN MACHINE.

I have used my machine with the two speed gear since May 1st, and have ridden 6.383 miles, and find it just as the N. S. U. people claimed—INDESTRUCTIBLE—as I have made no repairs on it whatsoever

I'd advise all motorcyclists to wake up and stop pedaling their brains out. GEO. RICHEY. Newark, N. J.

### AS USUAL

The N.S. U. is always first to adopt those principles which tend to bring motorcycling to the highest point of perfection; it's years ahead of them all, in short the N.S. U. is the

IDEAL MOTORCYCLE

N. S. U. MOTOR COMPANY

MEMBERS M. M. A.

206 West 76th St. - NEW YORK



Whether going like a "blue streak" on a country dirt road or traveling down to the city limit on asphalt--



gets there first. The spring frame and fork makes riding a "Pullman" luxury. You won't know motorcycle comfort until you ride The Flying Merkel.

Our catalog and agency proposition will put you next to a good thing. Where shall we send it?

MERKEL-LIGHT MOTOR CO., POTTSTOWN, PA.

WATCH FOR

# READING STANDARD

1910 Announcement

READING STANDARD CO.

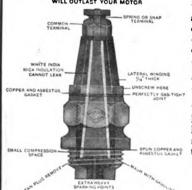
Dept. A.

READING, PA.

Don't be satisfied with everything that looks like a Plug

There is just as much difference in Plugs as there is in eggs.

# **SPLITDORF** Motorcycle Plugs



are conceded by experienced motorcyclists to be unequalled for

# Efficiency and Reliability

Better than any other Plug because it is made especially for the Motorcycle.

thousands of users.

### **SPLITDORF**

Walton Ave. and 138th St. Branch, 1679 Broadway

New York

### AT THE ANNUAL MILE-HIGH HILL CLIMB

REDLANDS, CALIFORNIA, THANKSGIVING DAY,

Motorcycles to start up the strenuous 11 mile climb



These were regular stock, single cylinder machines and they

#### WON FIRST and SECOND

From a field of 8 entries,

Defeating the Nearest Competitor by 58 Seconds

The HARLEY-DAVIDSON Rules the Road

HARLEY-DAVIDSON MOTOR CO., Milwaukee, Wis.

# The. Marvel Motorcycle

WITH A NEW 4-5 H.P. CURTISS MOTOR

Made by the Marvel Motorcycle Company of Hammondsport, New York, will be ex-

# **NEW YORK SHOW** January 8th to 15th

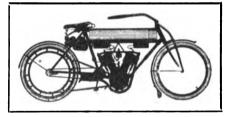
It is a motorcycle designed by three of the best men in the business. A Marvel Agency will mean a bank account for the live dealer. See it at the show and you will appreciate it. It is a

# MARVEL

DON'T MISS IT

# CURTISS MOTORCYCLES

have



a

### RELIABILITY RECORD that means something to you.

2 PERFECT SCORES in 1905 F. A. M. Endurance Run.
PERFECT SCORE and DIAMOND MEDAL in 1907 F. A. M.
Endurance Run.
2 PERFECT SCORES in 1908 F. A. M. Endurance Run.
One entry, one PERFECT SCORE in 1909 F. A. M. Endurance Run.

There are hundreds of others which we will tell you about in our new booklet, "Achievements." The latest big event was the California Endurance Run. Eighteen Hours. 355 miles of country road. The hardest test ever given a motorcycle in this country. SIX PERFECT SCORES.

#### Curtiss Machines made three of them.

Two Perfect Scores were made on "Curtiss" doubles, which were the ONLY DOUBLE CYLINDER MACHINES TO FINISH. Think it over and write us to-day. Get in line for a Motor-cycle Agency that will make your business grow.

The HERRING-CURTISS CO.. HAMMONDSPORT. N. Y.

nickel finish.

The only perfect
and reliable motorcycle lamp made.

If your dealer
cannot supply you,
write us direct.
Dealers: Write
at once for our
proposition.

Philadelphia, Pa

at once for proposition.







ROSE MANUFACTURING CO.

The Neverout Motorcycle Lamp, with combination tail light, showing rear view.

(Patented.)

933 Arch Street

The results in the great English Tourist Trophy Race for Motor-oyules, held on the Isle of Man, again demonstrated that in Eng-land, as in America, the Bosch equipped cars get in front and stay

there.
Of the nineteen motorcycles which finished in this race, seventeen were equipped with

### **BOSCH MAGNETOS**

The motorcycles to win the first six places were as follows: 

#### BOSCH MAGNETO COMPANY 223-225 W. 46th St., **NEW YORK**

Chicago Branch, 1853 Michigan Ave. San Francisco Branch-Just Established-357 Van Ness Ave.



Motorcycle Cyclometer

Made heavy and durable for the hard usage it receives on the Motorcycle.

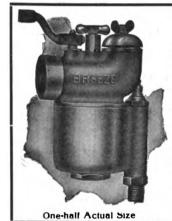
Adjustable Bracket fits all makes of machines.

Large and strong

Made for 24 in., 26 in, and 28 in, wheels.

The Veeder Mfg. Co. 42 Sargeant St., Hartford, Conn.

Makers of Cyclometers, Odometers, Counters, Tachometers, Tachodometers and Die Castings



### The Baby "Breeze" CARBURETER

For Motorcycles, made of polished aluminum, small parts of brass, weighs fourteen ounces; small in size, big in results; price ten dollars. Durable, light and strong—a handful only—special connections for popular machines included in price; 80 to 95 miles per gallon under normal road conditions. Write for special literature. Send ten cents for our Engine Trouble Text-book.

Breeze Carbureter Company 266 Halsey St. Newark, N. J.

# TRY WIDMAYER

When you are in need of anything pertaining to Motorcycling, either for yourself or machine.

#### Prompt Service

Particular attention paid to mail orders. Our Accessory Catalogue is a reference book among Motorcyclists. When you want your machine tuned up for racing or overhauled, bring it to us. We produce RESULTS.

Agents for Indian and Harley-Davidson

#### FRANK B. WIDMAYER COMPANY

2312 Broadway, New York City

Tourists' Machines Stored Free

### MAIL THIS TO-DAY

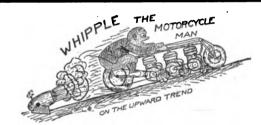
E. M. ESTABROOK.

Chairman F. A. M. Membership Committee, 76 Lincoln Street, Bangor, Me.

Dear Sir: I feel that I ought to be a member of the F. A. M. We must have a national organization to promote motorcycling and to guard and care for its many interests. Please send me particulars.

	(Signed)	 
State		 
City		 
Street_		 





The best in the world is none too good for our customers. Motorcycles and accessories at lowest prices. Pierce 4 cylinder, \$350; Indians, nine models, \$175 to \$325. Good second hand, all kinds, down to \$40. Send for our sundry catalog.

WHIPPLE THE MOTORCYCLE MAN
260 W. Jackson Blod., CHICAGO

# A NEW \$1.50 MAGAZINE FREE

Send us your name for a free copy. Also ask for our bargain list of motorcycle parts. We have the largest accessory stock in America and every part Guaranteed.

MOTORCYCLE EQUIPMENT CO. I LAKE STREET HAMMONDSPORT, N. Y.



Price \$15.00

We have perfected an attachment for the 1910 Indian Spring fork and are now making deliveries.

The "STANDARD" is the only speedometer that can be used with this new fork.

We have patents pending on this construction.

Every dealer should send for catalog and prices, and equip his demonstrating machine at once.

We can furnish attachments for every other type of Spring Fork machine.

STANDARD THERMOMETER COMPANY 65 Shirley Street, **BOSTON** 



SPEEDOMETER-ODOMETER Price \$20.00



# The Keystene ef the Motorcycle

On the selection of your transmission depends the satisfaction and comfort of your tour, therefore

SPEQIFY S. G. BELT

WHETHER you are in for high speed or not, you can not afford to waste power, therefore

SPEOIFY S. G. BELT

YOU need tenacity of grip when you climb those steep hills and there is only one belt which will absolutely give it, therefore

SPEOIFY S. G. BELT



The Shamrock Gloria Rubber Belts conform to the smallest Pulleys, they do not rob the Motor of Power, they need no attention, they are the only Perfect Belt on the market to-day.

#### INSIST on the Original

All manufacturers equip them.
All dealers sell them.

Our Booklet Explains It

### N.S. U. MOTOR COMPANY

206 West 76th St.

HANOVER VULCANITE CO. 48 West 4th St. NEW YORK CITY

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### THE MART

IS READ by thousands of Motorcyclists, a fine Department for the Sale and Exchange of Used Machines and Accessories.

#### M.M.

Motorcycles in Stock

3½ H. P. Single Cylinders
With Bosch Magnoto, \$225
7 H. P. Twin Cylinders

New York Headquarters, 8 W. 60th St.

#### ROYAL PIONEER MOTORCYCLES

1910 models now ready for delivery. Finest stock of parts for all makes of machines and all kinds of sundries in Greater New York. Give us a trial and be satisfied.

TIGER CYCLE WORKS CO.
782 8th Ave., New York City
F. A. M. OFFICIAL REPAIR SHOP



#### American X Agency=\$

We have the best moneymaking Agency Proposition yet. We give a discount that will make you money. Write today.

American Motorcycle Co. Wells and Schiller Sta., Chicago, Ill. GOODYEAR STRONG FABRIC MOTOR-CYCLE TIRES WEAR LONGEST.

They're easiest to fix. Cost least for upkeep. Tough yet resilient and easy riding. Outwear several pairs of ordinary tires. Can be permanently repaired, if jagged by nails, etc.

THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio.

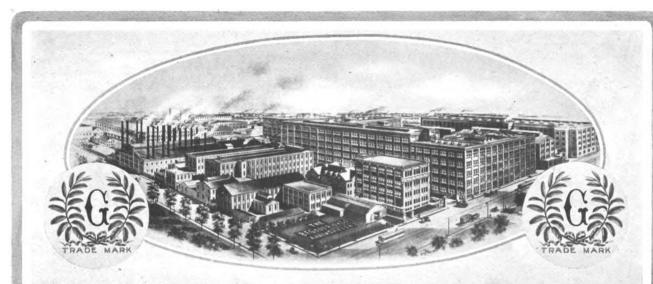
# EmpireTires EMPIRE TIRE CO.

Trenton, N. J.

#### -THIEM 1909-

If you or your friends or your friends' friends are interested in the latest and best improved Motercycles, regardless of how highly you regard other makes—do not purchase a Motorcycle until you have written us for Our Latest Catalogue describing in detail, all about Our New and Original Models. Best Agent Proportion to Date.

THIEM MANUFACTURING COMPANY
Box 498, Minneapolis, Minn.





# Nour pride we think that this is the greatest picture in all the world.

What has it got to do with motorcycle tires? Just this: In a large measure this immense factory with 10,000 horse-power energy, directed and operated by 5,000 man-power expertness

### REPRESENTS GOODRICH TIRE ACHIEVEMENT.

We have grown through our ability to supply the best tires ever made

for bicycles, carriages, automobiles and motorcycles.

In other words, we have proved that shod with Goodrich rubber is a most likable condition, and the great Goodrich factory—the largest of its kind in the world—is the natural result of demand for the Goodrich product by an appreciative army of tire users.

We have the factory; we have the men; we have the experience; and

Goodrich motorcycle tires are the natural heirs to all.

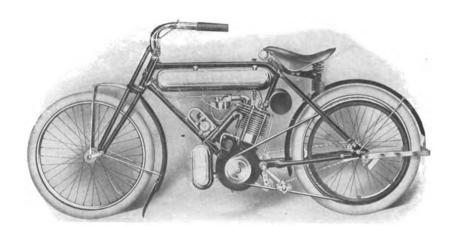
Moulded Construction.
Four Plies of Fabric.
Extra Thickness of Rubber on the Tread.
Heavy Corrugations.

THE B. F. GOODRICH COMPANY, AKRON, OHIO

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MINNEAPOLIS. 827 Hennepin Ave. PITTSBURG. Cor. Penn and Beatty Sts. ATLANTA, 64 North Prior St. DENVER, 1422-24 Court Place LONDON, 7 Snow Hill, E. C. PARIS. No. 2 Rue Brunel, Avenue de la Grande Armee Our products are also handled in NEW YORK, 1625 Broadway BUFFALO, 731 Main St. By The B. F. Goodrich Company of New York And in SAN FRANCISCO, 50-56 Fremont St. LOS ANGELES, 818 South Broadway SEATTLE, 310 First Avenue South

# THE SILENT



# M. M. Motorcycles

have speed all right, but speed isn't the first consideration in their construction. They are built for honest service and are noted for their simplicity, power, perfect construction, positive control and easy riding qualities.

You can ride as slow as you want, or you can travel one mile in sixty seconds with the SILENT M. M.

Dealers Wanted

Prompt Delivery Assured

Catalog for the Asking

# **AMERICAN MOTOR COMPANY**

716 Centre Street

Brockton, Mass.



# MOTORCYCLE

# ILLUSTRATED

Vol. IV

104 k 35

July 15, 1909

No. 14

MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

AT MORRIS PARK, JULY 5TH,

# THE INDIAN

**5 H.P. STOCK TWIN BEAT** 

Big 7 H. P. "Specials," with auxiliary ports, after allowing handicaps which these machines claimed.

YOU CAN BUY THE SAME MACHINE AT ANY INDIAN AGENCY

UNAPPROACHABLE

POWER



UNEQUALLED

QUALITY

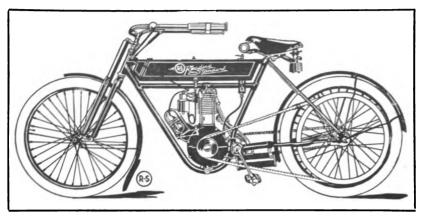
HENDEE MANUFACTURING CO., Springfield, Mass.

CHICAGO BRANCH, 1251 Michigan Avenue.

# Records Broken

BY THE







- At Los Angeles, Cal., June 20th, 1909, R. Seymour broke four mile competition flying start record. Time 3 min. 17 sec.
- Seymour also established seven, eight, and nine mile records; Time 5 min. 45 4/5 sec.; 6 min. 35 4/5 sec., and 7 min. 25 1/5 sec. respectively.
  - The R-S, in speed tests where stock machines are entered, please and gratify the riders.
  - And then there are the roads tests, and every day performances of the R-S in actual service and use. These are what satisfy and delight their users.

You should know of this wonderful Motorcycle—The R-S

R-S, Single, Climbed Giant's Despair

Write for catalogue and particulars. Agents wanted.

### READING STANDARD COMPANY

Bingaman and Water Streets, :: :: Reading, Pa.

FEDERATION SPECIAL

TEN CENTS

# MOTORCYCE

ILLUSTRATED

Vol. IV

D 1.20

August 1, 1909

No. 15

MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

THERE IS NOTHING

### THE INDIAN

DOESN'T DO BETTER THAN ALL OTHERS

Some Recent Figures by Graves at Los Angeles

1 Mile, .45

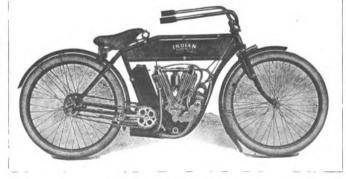
100 Miles, 87.49

10 Miles, 8.08

360 Miles, 6 Hours

ALL WORLD'S RECORDS

QUALITY



**POWER** 

CATALOGLE ON REQUEST

HENDEE MANUFACTURING CO., Springfield, Mass.

# Verdict is Unanımous The NEW

## INTERNAL EXPANDING BAND NFW DEPARTURE COASTER BRAKE

### FOR MOTORCYCLES IS FAULTLESS

Don't take our word for it—Read these opinions of disinterested riders:

#### "The Best Yet."

FROM L. W. DAYTON, CLEVELAND, OHIO.

About three months ago I began riding one of your new type internal expanding coaster brakes on my 2½. H. P. motorcycle. Previous to that time I had been using different brakes, but had more or less trouble with all of them. I have had no trouble at all with your new coaster brake, and very soon after I began riding it, I had a feeling of confidence in its reliability that was strengthened the more I rode it.

The brake works very positively. I am able to stop within a very short distance and at the same time there is not the slightest suggestion of catch or lock in it. I ride my machine every day, and in the past three months have covered several thousand miles. I have not lubricated the brake or adjusted it since I put it into my machine. Yesterday I took it out and examined it, and I found that there was no apparent wear on any of the parts.

I can certainly recommend it as the best yet for motor-

#### "It Is Everything a Motorcyclist Wants."

FROM WILLIAM E. FISHER, NEWBURGH, N. Y.

I received the new improved brake for my machine. It is highly satisfactory, and so is the other brake end you sent here for another fellow. Your brake coasts much better and does not heat up, nor is there any clicking like others. I think you have now about everything one would want. I can coast, run noiseless and apply brake to hald ear wheel instantly. to hold rear wheel instantly.

#### "Stands Up Where Others Failed."

FROM THE GEORGE N. HOLDEN COMPANY, SPRINGFIELD, MASS.

Your new model of motorcycle coaster brake furnished for testing out on the Gas Company's delivery van has proved satisfactory in every respect. It has been in use for two months, and has given no trouble whatever, standing up where all others have failed. The young man riding the machine is rough in handling it, and it is safe to say that the brake has had the severest kind of a test. The van is used for carrying piping, tools, and for heavy work generally.

#### "Works to Perfection."

FROM S. ELLIS HEATH, PEEKSKILL, N. Y.

The brake parts received O. K. I put them on, and perfection is the only word that expresses how it works.

#### "A Great Improvement."

FROM J. W. WILBUR, TROY, N. Y.

Thank you very much for the brake, which came duly to hand. I went on my trip, and everything worked finely. The brake seems to me to be a great improvement, and stands up well.

Read description on Page 50 and write for booklet.

### THE NEW DEPARTURE MFG. CO. BRISTOL, CONN.

COASTER BRAKE LICENSORS

\* F. A. M.

TEN CENTS

# MOTORCYCLE

ILLUSTRATED

Vol. IV

August 15, 1909

No. 16

MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

OF COURSE

### THE INDIAN

MAKES THE RECORDS

1 Mile in .42 3-5 By Huyck, Springfield, July 31, on 1910 Model 5 Miles in 3.40 1-5 By 7 H. P. Indian.
25 Miles, 20.13 2-5, De Rosier, July 31.

100 Miles, 87.49, Graves, July 18.

ALWAYS SAME QUALITY



ALWAYS MORE POWER

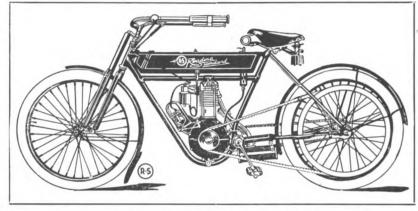
THE GOLD MEDAL IN THE ENGLISH 6 DAYS' TRIALS, 1024 Miles, Many Test Hills, Demonstrates Reliability.

HENDEE MANUFACTURING CO., Springfield, Mass.

# Records Broken

BY THE







- At Los Angeles, Cal., June 20th, 1909, R. Seymour broke four mile competition flying start record. Time 3 min. 17 sec.
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You should know of this wonderful Motorcycle—The R-S

R-S, Single, Climbed Giant's Despair

Write for catalogue and particulars. Agents wanted.

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TEN CENTS

# MOTORCYCLE

## ILLUSTRATED

Vol. IV

September 1, 1909

No. 17

MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

# MORE INDIAN

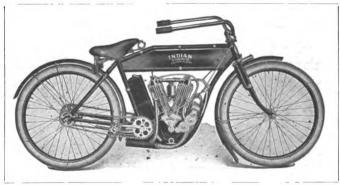
### **MOTORCYCLES**

MADE PERFECT SCORES IN THE F. A. M. ENDURANCE RUN
THAN ANY OTHER MAKE.

Not one INDIAN failed on the Hill Climb.

THE INDIAN HAS WON EVERY F. A. M. CHAMPIONSHIP
FOR SIX YEARS.

INDIAN QUALITY

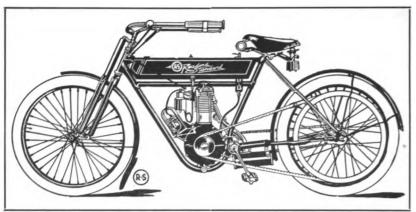


INDIAN POWER

It surpasses everything, everywhere. Get Catalog 4.

HENDEE MANUFACTURING CO., Springfield, Mass.

[Member Motorcycle Manufacturers' Ass'n.]





IN THE F. A. M. ENDURANCE CONTEST Cleveland to Indianapolis, August 10th and 11th

# 9 R-S Finished

4 Gold Medals (Perfect Scores) 5 Silver Medals

Again demonstrating **R-S durability** and **Superiority.** All of these machines were single cylinder models and with one exception all of them were equipped with 3 H. P. motors, **the smallest single cylinder R-S motor made**, making the performance a truly remarkable one, especially when compared with the competing high powered single and twin cylinder machines ridden by experts. Most of the R-S riders were novices.

With but one exception the number of R-S machines which finished was larger than that of any other make.

The R-S mechanically operated Intake Valve Motor stands unsurpassed—get acquainted with the R-S family—single cylinder 3 and 4 H. P.—Twin cylinder 6 and 7 H. P.

WRITE FOR CATALOGUE AND RIDE AN R-S

### Reading Standard Company

BINGAMAN AND WATER STS., READING, PA.

MOA & 1808

TEN CENTS

# MOTORCY CLE

Vol. IV

September 15, 1909

No. 18

MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

# 71 Miles, 620 Yards

WORLD'S RECORD—ONE HOUR

By Fred Huyck, Winning F.A.M. Championship, Springfield Stadium, September 6, 1909, on an

# INDIAN

Newark, Aug. 28 11 out of 12

Riverside, California 9 out of 10

Birmingham, Sept. 6 **Everything** 



Detroit, Sept. 3-4 9 out of 10

Washington, Sept. 6 4 out of 5

Brighton Beach 55¼ M1s-1 Hour

De Rosier-Lingenfelder Match a cinch for Indian

HENDEE MANUFACTURING CO., Springfield, Mass.

[Member Motorcycle Manufacturers' Ass'n.]

CHICAGO BRANCH, 1251 Michigan Avenue.

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# AN INDIAN CHIEF PUT KOKOMO ON THE MAP OUR TIRES HAVE MADE IT FAMOUS

Unlike the old redskin, we're very much alive. He made war, principally; we make tires, and we make them to stand hard wear.



CHIEF KOKOMO

# Our Gridiron Tread And New Raised Studded Tread Are The Tires of the Season of 1909

Our method makes the tread of real and lasting worth. We do not squeeze the non-skid studs out of the regular rubber tread; we put more rubber on the tread, and lots of it, and then form the stud.

"Giving full value" has been our policy since we first turned out a bicycle tire. The same policy applies to our motorcycle tires and tubes, for we make tubes also.

### Our Treads Don't Wear Off

in a few weeks, like most of the others. Our treads do service almost as long as the tire itself. That's just the kind of tire you have been looking for. That's why you ought to write **now** to the

# KOKOMO RUBBER COMPANY KOKOMO, IND.

6 190D,

TORE TORE

TEN CENTS

# ACTORCYCLE MANAGER STRATED

Vol. IV

October 1, 1909

No. 19

MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

### THE SPEED KING

KING OF THE ROAD

KING OF THE HILLS

## THE INDIAN

QUALITY POWER



NEVER EQUALLED

Recent English Events: 400 miles, 24-hour reliability, London to York and return: Evans, Indian, Winner Cup and Gold Medal. Wells, Gold Medal, Perfect Score.

200 miles, 12-hour reliability-2 Indians, 2 Perfect Scores.

### HENDEE MANUFACTURING CO., Springfield, Mass.

[Member Motorcycle Manufacturers' Ass'n.]

# AN INDIAN CHIEF PUT KOKOMO ON THE MAP OUR TIRES HAVE MADE IT FAMOUS

Unlike the old redskin, we're very much alive. He made war, principally; we make tires, and we make them to stand hard wear.



THE NEW KOKOMO RAISED STUDDED TREAD TIRE.

#### Our Method

makes the tread of real and lasting worth. We do not squeeze the nonskid studs out of the regular rubber tread; we put more rubber on the tread, and lots of it, and then form the stud.



#### CHIEF KOKOMO

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KOKOMO GRIDIRON TREAD.

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### KOKOMO RUBBER COMPANY

KOKOMO. IND.



# AOTORCYCL ILLUSTRATED

Vol. IV

November 1, 1909

No. 21

MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

### A 1000 MILE TEST

Under Strict Observation Has Never Been Made By Any American Motorcycle Except

## THE INDIAN

If Beside the record breaking run of 1093 miles in 24 hours the Indian has three times covered that distance on the road in the Great British Six Days' Reliability Trials with perfect ease and perfect scores.

### THE GREATEST ROADSTER IN THE WORLD

IT PUSHES ITSELF



YOU NEVER WORK

HENDEE MANUFACTURING CO., Springfield, Mass.

[Member Motorcycle Manufacturers' Ass'n.]

# AN INDIAN CHIEF PUT KOKOMO ON THE MAP OUR TIRES HAVE MADE IT FAMOUS

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THE NEW KOKOMO RAISED STUDDED TREAD TIRE, WITH FOUR ROWS OF STUDS.

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CHIEF KOKOMO

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### KOKOMO RUBBER COMPANY

KOKOMO, IND.

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# OTORCYCE

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Vol. IV

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No. 22

MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

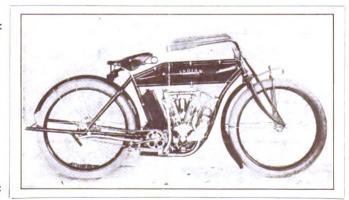
# 1910 INDIANS

As Far in the Lead in PERFECTION As they are on the Track, Road and Hill

Cradle Spring Trussed Fork, Automatic Mechanical Oiler, Two Speed Gear with Real Free Engine, Rigid Folding Stand, Are a FEW ADVANCED INDIAN FEATURES

It Always Leads—Others Follow

Always Highest Quality



**Always** Greatest Power

THE 5 H. P. 24-HOUR RECORD MAKER

HENDEE MANUFACTURING CO., Springfield, Mass.

CHICAGO BRANCH, 1251 Michigan Avenue.

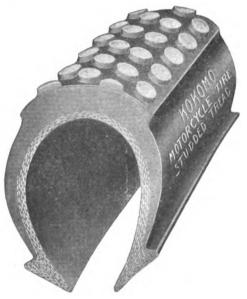
MEMBER M. M. A.
Zenue. LONDON BRANCH, 184 Gt. Portland Street



#### THE KOKOMO STUD

#### THE OTHER KIND

Our Raised Studded Tread Tire has four rows of studs, which are made by putting more rubber on the tread, and not by squeezing the non skids out of the regular rubber tread. That's why our studs have the best wearing qualities.



THE NEW KOKOMO RAISED STUDDED TREAD TIRE, WITH FOUR ROWS OF STUDS.

The usual "Studded Tread" is such in name only; it's a case of taking so much from the tire, and putting so much on the tread. Consequently, after a few hundred miles riding, you begin to skid.

NEED WE SAY ANY MORE? DOESN'T THIS INTEREST YOU ENOUGH TO INQUIRE FURTHER CONCERNING OUR TIRES, AND GIVE US AN OPPORTUNITY TO PROVE THAT OUR MATERIAL AND WORKMANSHIP ARE WELL-NIGH PERFECT? WRITE NOW.

### KOKOMO RUBBER COMPANY

KOKOMO, IND.



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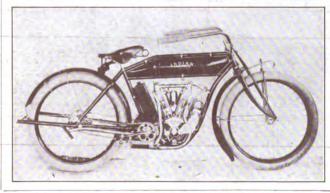
MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

THE STANDARD MOTORCYCLE

# THE '10 INDIAN

When you are told "It is as good as the Indian," why not go and examine the Indian and learn what a perfect motorcycle is? You would soon see the difference.

UP TO THE MINUTE



AHEAD OF THE FIELD

The 5 H. P. Roadster that covered 1093 Miles in 24 Hours

HENDEE MANUFACTURING CO., Springfield, Mass. MEMBER M. M. A.

LONDON DEPOT, 184 Gt. Portland Street



# When You Put Away Your Machine How Were the Tires?

**Undoubtedly in Good Condition** 

IF you had taken proper care of them, and also

**CHIEF KOKOMO** 

If those tires had been made of the finest Sea Island fabric, the kind that absolutely sticks;



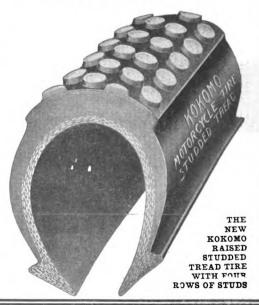
If they were originally resilient, properly treaded and had hard and tough innertubes. That is the way

### KOKOMO TIRES

are made. That is why they give unparalleled service under any and all conditions.

MR. AGENT, drop us a line if you want to be put in a way to please your customers.

KOKOMO RUBBER CO. KOKOMO, IND.



# The Goodrich WHITE HEAVY TREAD Motorcycle Tire

The
"Quality"
of the
GOODRICH
TRADE MARK

¶ "When I find a tire holding up better than mine I am going to buy it, but until then---Goodrich"

"Looks right, wears right, is right,"

¶ "Ridden Goodrich Tires two years. Never had a patch on them."

¶ "Best I have ever ridden and I am riding all day long and have no trouble. In my opinion the Goodrich Tire is the best tire."



¶ "Two of our men have recently completed a thousand mile trip on your tires which show less wear than many of the tires that have been ridden less than two hundred miles."

¶ "Covered 6947 miles last year on one pair of Goodrich Tires. Guess that is going some."

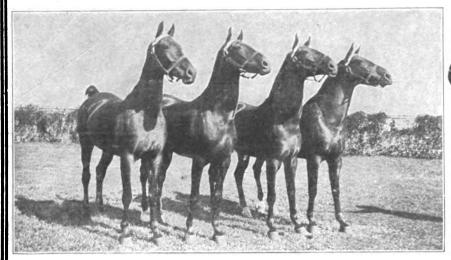
The B. F. Goodrich Company Akron, Ohio

¶ "I have sold a number of the Goodrich White Tread Tires and they are giving the very best service. One pair I put on for the 'trouble man' of the Colorado Telephone Company. In two months he had ridden the tires over 2800 miles of very bad roads, and the corrugations are not worn off yet."



### THE SUPREME FOUR









### MADE FOR THOSE SEEKING QUALITY

NOT PRICE

# BUILT FOR MAN AND THE ROADS

IT FILLS ALL REQUIREMENTS



Low Saddle Position, Pneumatic Forks, Automatic and Mechanical Oilers, (two distinct systems), Geared Transmission, Yielding Sprocket on Motor, Saddle position between the two wheels, Rough Rider Handle Bars, Double Grip Control, Special Coaster Brake. Write today for Agency Terms.

### Aurora Automatic Machinery Co.

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